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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
MITCHELL BROS. COMPANY  
(INCORPORATED).

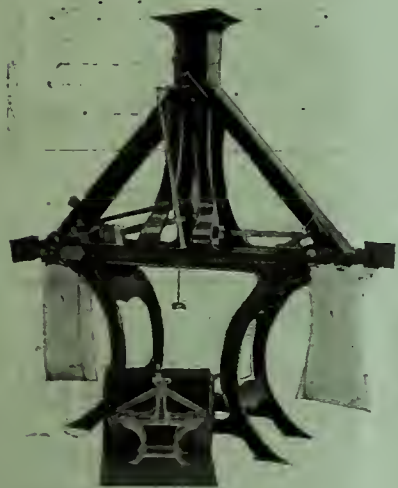
VOL. XXIII.

CHICAGO, ILLINOIS, OCTOBER 15, 1904.

No. 4.

ONE DOLLAR PER ANNUM,  
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## THE WILLIAMS Automatic Bagging and Weighing Machine



Is a perfect device for rapidly filling and weighing sacks of all kinds of grain, flour, salt, lime, cement, etc. Its essential features are

### Accuracy and Rapidity

The scales are in pairs, there being two scales in one frame, operated by one man, who removes the full bag while the empty bag is automatically filled and weighed. After the weighing has taken place the sack MUST balance a standard weight. By the arrangement of two scales in one frame the flow of grain is not stopped, but is continuous, and no time is lost opening and closing chutes. The scales can be operated as rapidly as the filled bags can be replaced by empty ones. We want you to investigate this machine. It is the most perfect one of its kind ever offered to the grain trade. For particulars, prices, etc., address

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COMPANY, LTD., Successors to

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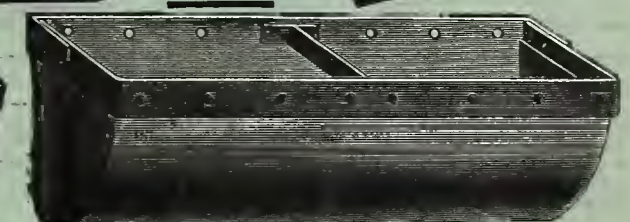
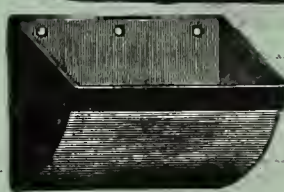
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## WE ARE MAKERS—NOT AGENTS



We  
make  
them  
**ALL**



BURRELL MFG. CO., Bradley, Ill.



## The Muir Improved Friction Clutch

—FOR—

### Pulleys, Sheaves, Etc.

Positively the **BEST**. WE KNOW IT and guarantee it. Will you be satisfied with anything poorer, when the best is so cheap? We make it in all sizes and for any speed.

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## COLD ROLLED STEEL CONVEYOR

INTERCHANGEABLE WITH OTHER KINDS

In the old method it is necessary to heat the steel to form the flight, which softens the metal, and the original tough outside skin scales off. By rolling the steel **COLD** it becomes stiffer and harder so that it will wear longer. We do not ask any more for the best. We also make Sprockets, Pulleys, Boots, Loading Spouts, Buckets, Pinch Bars, Etc.

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The Post or Journal containing our Daily Market Letter, in which appears Chicago Board of Trade continuous quotations from the opening to the close of business,

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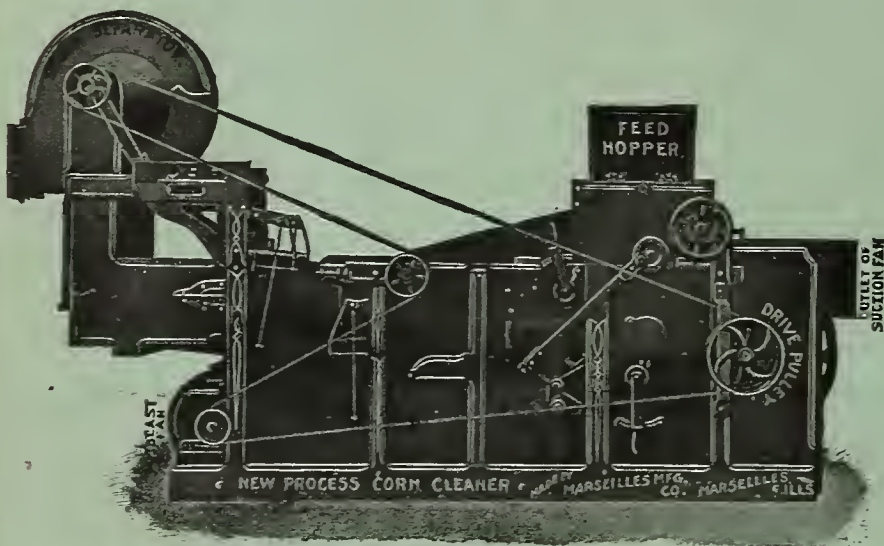
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The New Process Combined Shuck Sheller and Cleaner is the only machine that can be fitted for either husked corn of Northern States or the unhusked corn of Southern States.

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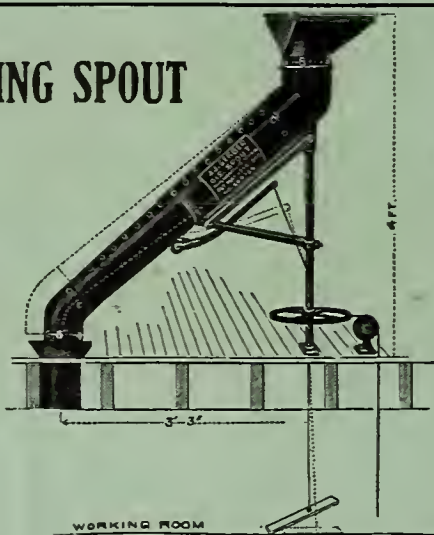
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For particulars write

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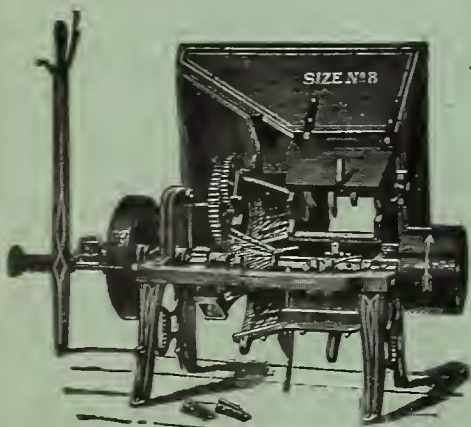
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It CRUSHES ear corn (with or without shucks) and GRINDS all kinds small grain and KAFFIR IN THE HEAD. Has CONICAL shaped GRINDERS, DIFFERENT FROM ALL OTHERS. RUNS LIGHT. Can run EMPTY WITHOUT INJURY. Ahead of rolls or stones in speed and quality of work.

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Modern and Up-to-date Equipment

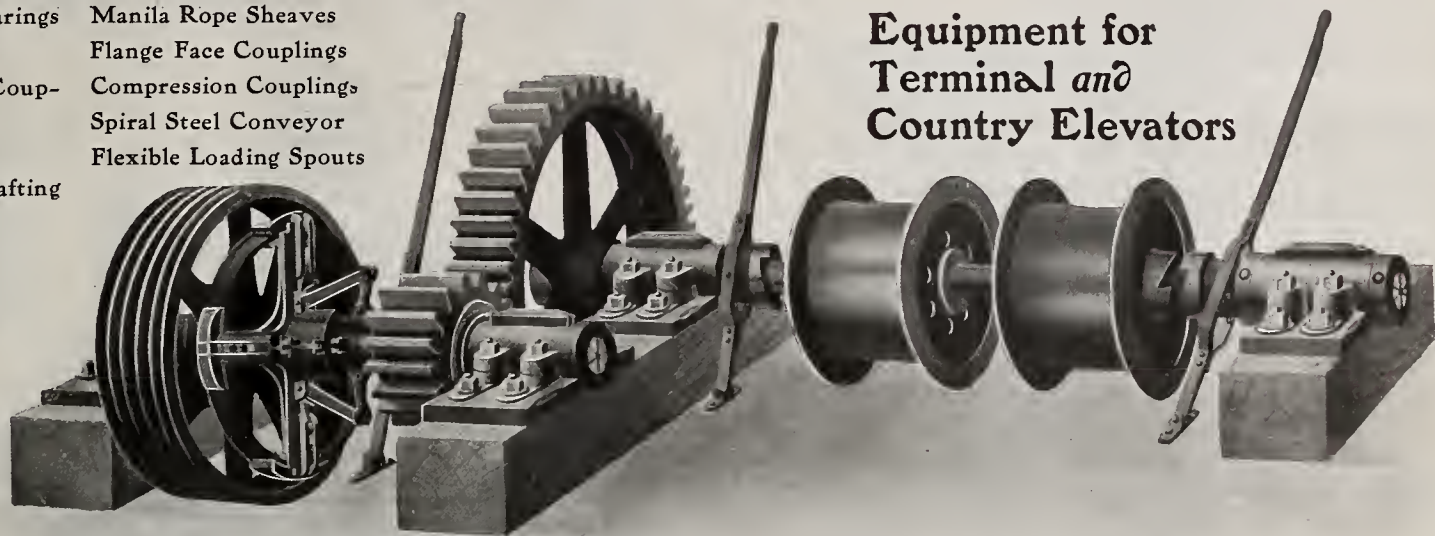
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Designers and Manufacturers of

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Wick and Ring Oiling Bearings  
Friction Clutch Pulleys  
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Car Pullers  
Indicator Stands  
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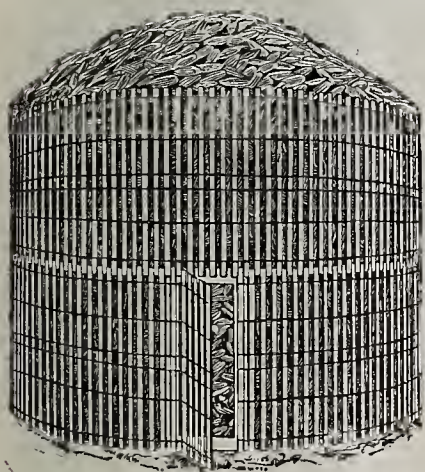


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Sizes 400 to 1,000 bu.  
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ENGINES..  
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IOWA GRAIN & MFG. CO., Odebolt, Iowa.

HORTONVILLE, Wis., Sept. 19, 1903.

Gentlemen:—We have been using one of your Screw Conveyor Car Loaders for some time and find that it works to perfection. It loads a car at both ends as well as the center full to the roof without shoveling, and with it our two-horsepower Pierce Gasoline Engine can car 1,000 bushels per hour. Loads from any one of our eight chutes conveniently. Can change from one chute to another in one minute. The 3/8-inch cable drive you furnish for same does not get out of alignment like belt and shafting, is easily attached to any line shaft and goes to any number of chutes, and as conveyor will force grain up grade to rotary it cars nicely from our low down chutes. Have been in the Grain and Elevator business continuously for 34 years and have never seen cars loaded cheaper, easier and better than with the Screw Conveyor Car Loader.

W. W. SLYSTER,  
MGR. NORTHERN GRAIN CO.

If in need of a car loader let us ship  
you one like the above on trial. In  
like manner let us ship you a special  
car mover.

20th Century Grain Storage and Ear  
Corn Cribbing Machinery a Specialty

IOWA GRAIN & MFG. CO.  
ODEBOLT, IOWA



### S.-A. Belt Conveyors

We show herewith a few designs of Belt Conveyors for grain. Other designs will be shown next month.

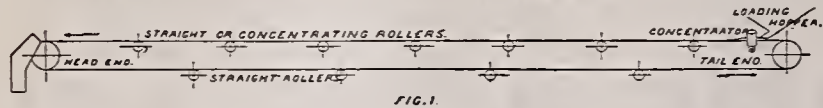


Fig. 1.—Level or inclined conveyor using either flat or troughed belt. Receives material at one end and discharges at the other.

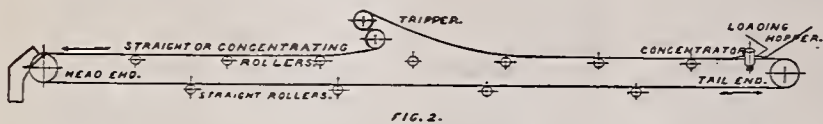


Fig. 2.—Level or inclined conveyor, using either flat or troughed belt. Receives material at one end and discharges by means of tripper at any intermediate point.

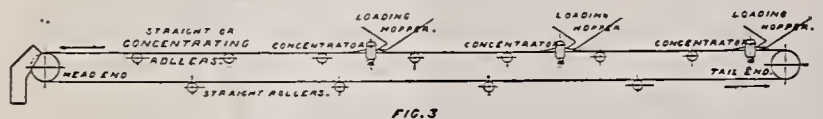


Fig. 3.—Level or inclined conveyor using flat or troughed belt. Receives material at any intermediate point and discharges at end.

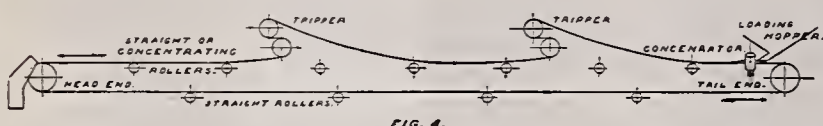


Fig. 4.—Level or inclined conveyor using flat or troughed belt. Receives material at one end and discharges at fixed intermediate points by means of stationary trippers. The best elevators use S.-A. Belt Conveyors. If you want the latest improved Conveying Machinery write us.

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Salt Lake City, Utah—Utah Mining Machinery and Supply Co.  
Seattle, Wash.—Caldwell Bros. Co.  
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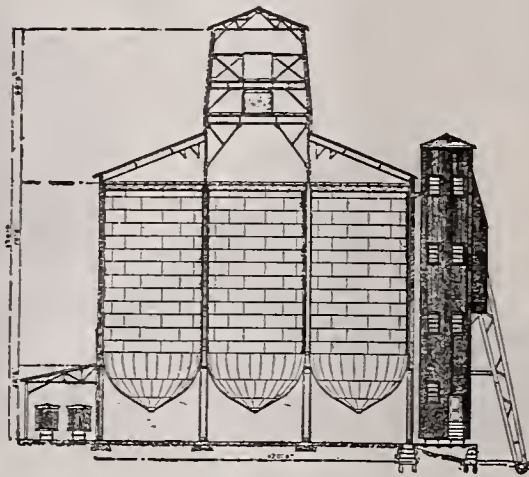
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### Grain Elevators of Steel,

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### Gas Holders with Steel Tanks.



Cross section of Great Northern Elevator furnished by us at Buffalo, N. Y. Three million bushels' capacity. Steel throughout.

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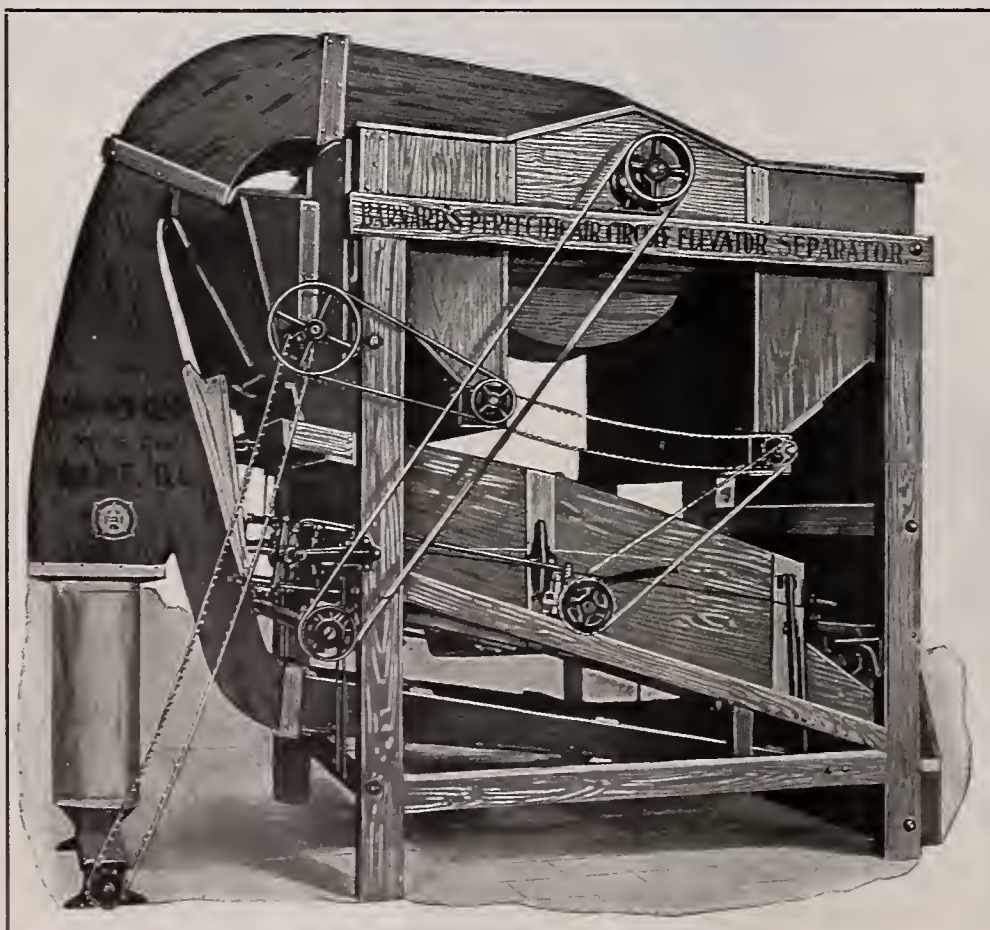
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LONG-DISTANCE TELEPHONE CONNECTIONS.

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### With Sieve Cleaning Device

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It collects and saves all the dust and screenings and discharges it at different points.

Our new sieve cleaning device keeps the sieves perfectly clean all the time.

The machine is entirely automatic and requires almost no attention.

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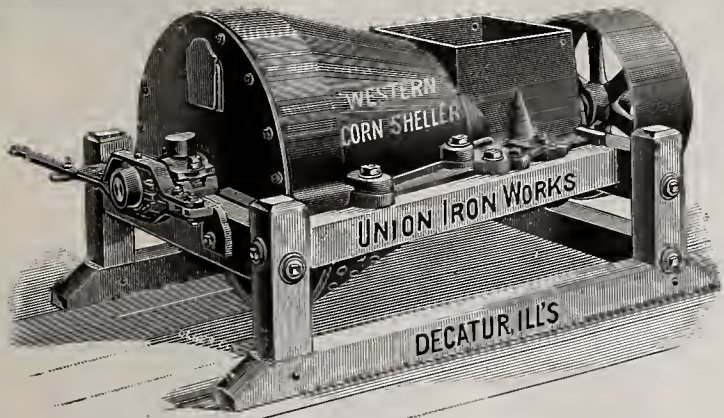
## Barnard & Leas Mfg. Co.

Builders of Elevators and  
Elevator Machinery

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"Western" Warehouse Sheller

Are You Building a New Elevator?  
Are You Remodeling Your Old One?

IF SO, EQUIP IT WITH

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Plans furnished  
upon application

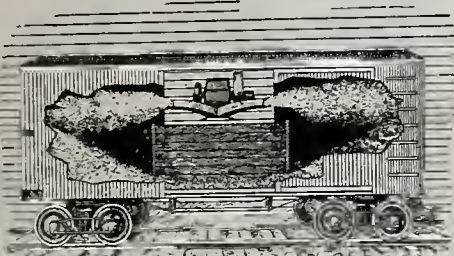
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DESCRIPTIONS TO

**UNION IRON WORKS**  
DECATUR, ILL.



"Western" Shaker Cleaner

## The Boss Car Loader



which is shown in the accompanying cut, is without doubt the best car loader on the market.

For particulars, write to

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Are coming to be considered the only driers which do their work properly. The construction of same is on such scientific principles that these results are a natural consequence of their operation.

No drier that does not get an even and rapid distribution of air directly through the grain can accomplish perfect work.

Do not invest your money in a high-priced drier until you investigate the F. R. Morris System.

The Conditioners and Coolers which can be set up in any elevator without any additional fire risk to same are considered to be the best devices of their kind for putting grain into condition when it contains a slight percentage of excess moisture and does not really need to be treated with hot air.

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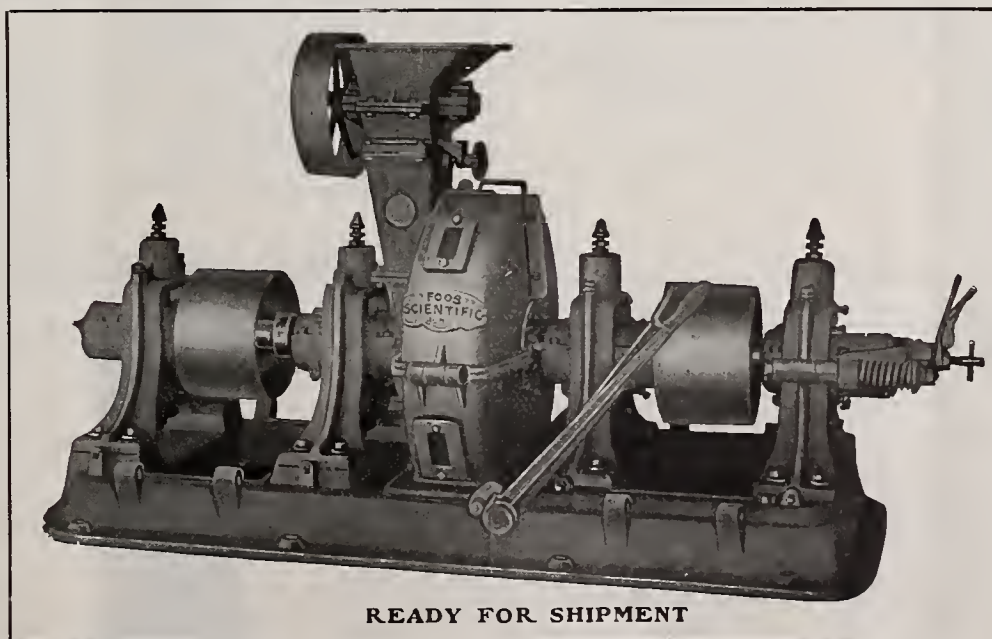
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Is acknowledged by all the large cereal mills to be the standard

It will grind Screenings, Bran, Corn and all Grain fit for every market.

Costs little to run and easily maintained.

Made in four sizes, 10 to 50 horse power.



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Will earn its cost every three months.

Also a full line of small mills, 4 to 20 h. p., Crushers, Separators and Fittings.

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Elevator and Flour Mill Machinery

**BEST**

MACHINERY  
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PRICES

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A Full Line of ELEVATOR Machinery in STOCK  
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During 23 Years of Successful Business We Have Furnished  
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Michigan Millers Mutual Fire Insurance Co.  
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1,000 first-class elevators to insure. We have inspected and selected 1,000 elevators, to the advantage of the company and to the profit of the owners. With the number doubled the expense ratio will be lessened and the cost to the insured reduced. If you have a good elevator to insure, we can make you a proposition for a first-class policy. Write at once and be in position to act when your present insurance expires.

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### INSURANCE

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It is a Mutual Company which insures more mills and grain elevators than any other company in the United States.

It has been in business 27 years and its average annual cost for insurance to mutual policyholders has been about one-half of the board rates of stock companies.

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Insures Mills, Elevators, Warehouses  
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Oldest Flour Mill Mutual in America

SAVED TO MEMBERS  
NEARLY \$1,000,000.00

J. G. SHARP, Sec'y,

DES MOINES, IA.

### A GRAIN SPOUT

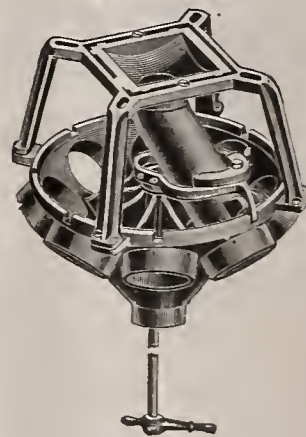
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shoveling.  
It is worth  
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gold.  
It will save  
you in labor  
all it cost in  
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6-inch, 8 ducts.  
NON-MIXING.

It has no near neighbor in the grain distributing class.

That it excels in ease of operation, is most simple in construction—more accurate and durable—requires the least attention—and is the only device in existence that does not mix grain in distribution—is universally conceded.

Why not buy a distributor that gives results—not trouble?

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RUBBER,  
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RACKS, INK  
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GLOBE RUBBER STAMP WORKS,  
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**EUREKA** For Drying Damp and Un-  
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Efficiently and Economically

## THE "EUREKA" HAS NO EQUAL.

Dries evenly, rapidly, automatically  
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Capacities 10 Bushels to 5,000 Bushels  
Per Hour.

Prompt Delivery.

The S. Howes  
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"EUREKA" WORKS,  
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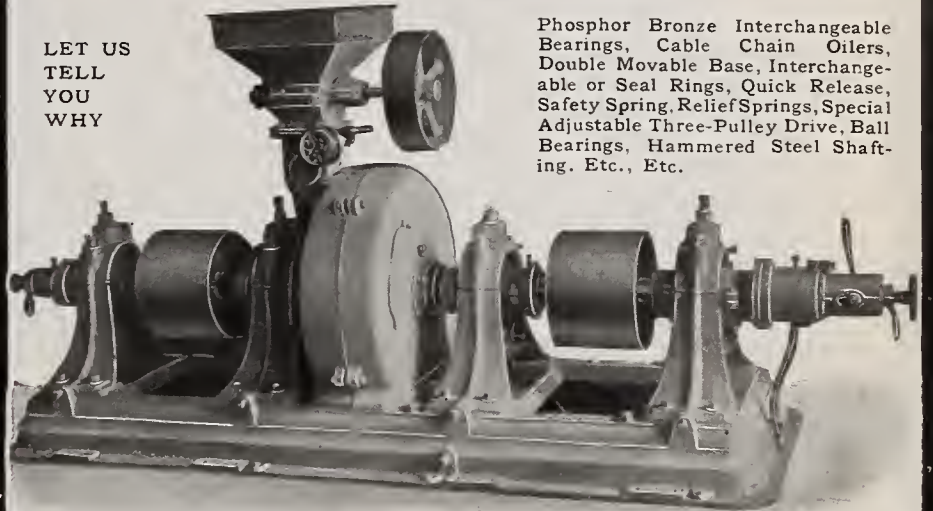
To secure the best results from your feed-grinding department  
is to install a

### MONARCH ATTRITION MILL

This is the opinion of hundreds of satisfied users who have  
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The following is only one of many hundreds of similar letters:

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the Monarch." (Signed) J. T. YEARDON, Davenport, N. Y.

LET US  
TELL  
YOU  
WHY



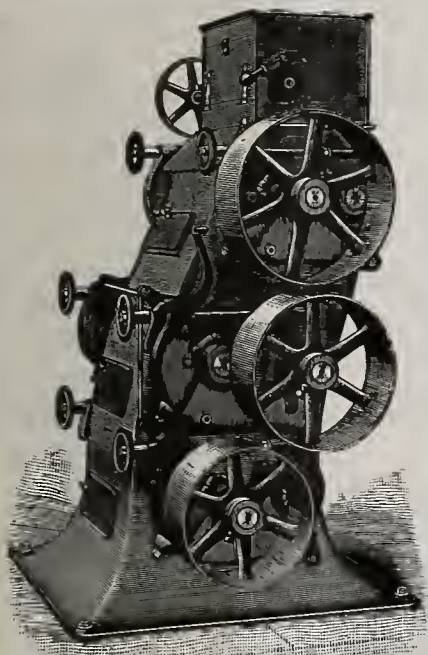
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Safety Spring, Relief Springs, Special  
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Burr Mills, Crushers, Shellers and a full line of Milling Machinery



3-PAIR-HIGH, SIX-ROLLER MILL.

## CUSTOM WORK!

UTILIZE YOUR POWER  
BY OPERATING A GOOD MILL FOR GRINDING

**...FEED AND MEAL...**  
— IT PAYS —

WE MANUFACTURE

THREE-ROLL, TWO-BREAK MILLS, 2 Sizes.  
THREE-PAIR HIGH, SIX-ROLLER MILLS, 4 Sizes.  
TWO-PAIR HIGH, FOUR-ROLLER MILLS, 5 Sizes,

...And...

PORTABLE FRENCH BUHR MILLS,  
85 Sizes and Styles.

SEND FOR BOOK ON MILLS.



VERTICAL  
UNDER RUNNERS,  
UPPER RUNNERS,  
PULLEY AND GEAR DRIVES.

## ELEVATOR SUPPLIES AND POWER CONNECTIONS.

ROPE DRIVES, GEARING, CORN SHELLERS and CLEANERS, GRAIN CLEANERS.

## DUST COLLECTORS (Tubular, Automatic).

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We manufacture Elevator Cups for all purposes, and make a greater number of sizes than found in any standard list. Our Cups have greater capacity than others of same rated size; for instance, our 3½x3 inch, list price 9c., has as much capacity as others 3½x3½ inch, list price 10c. Our prices are right.

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FLOURING MILL ENGINEERS, IRON FOUNDERS AND MACHINISTS. ESTABLISHED 1851.



## Ready for Soft Corn

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- \*Bartlett, Frazier, Carrington & Co.  
(Calumet Elevators) "
- \*Harris Scotten Co. (Santa Fe Elevator) "
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- †Northern Grain Co. (Manitowoc Elevators) "
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- \*Bartlett, Kuhn & Co., - Evansville, Ind.
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- \*Brown & Gillmer, Ltd., - Dublin, Ire.

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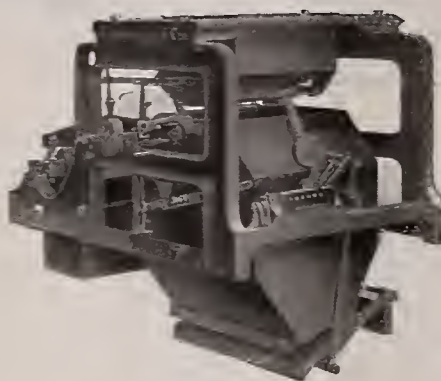
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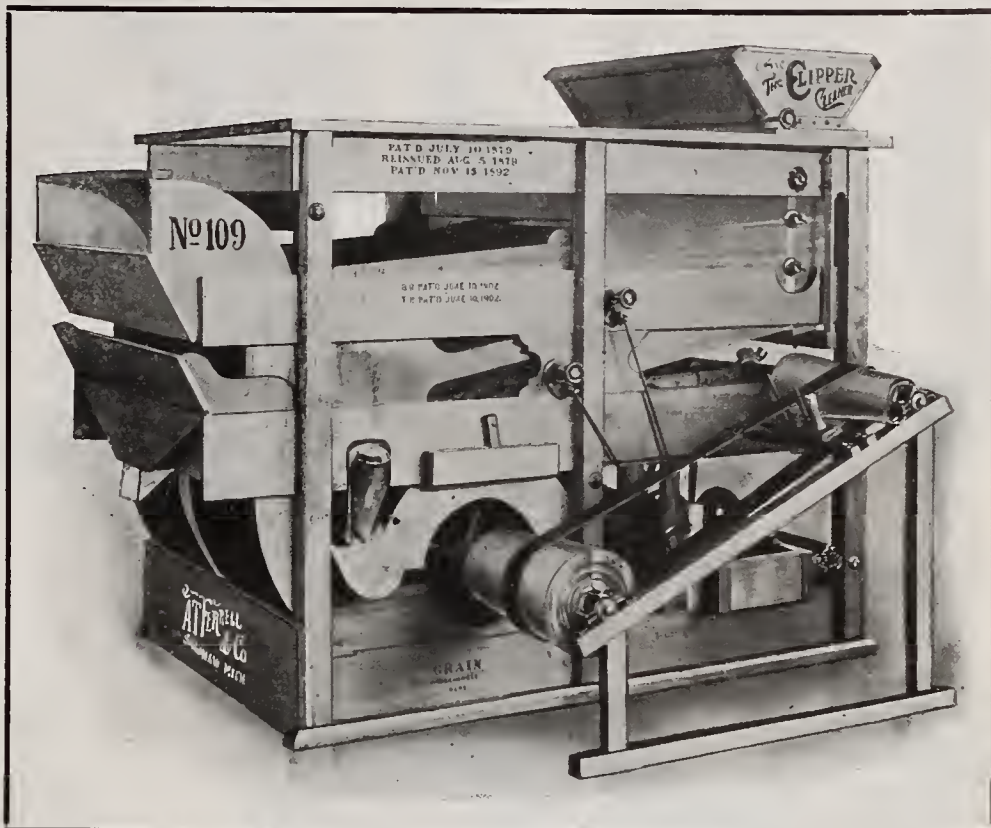
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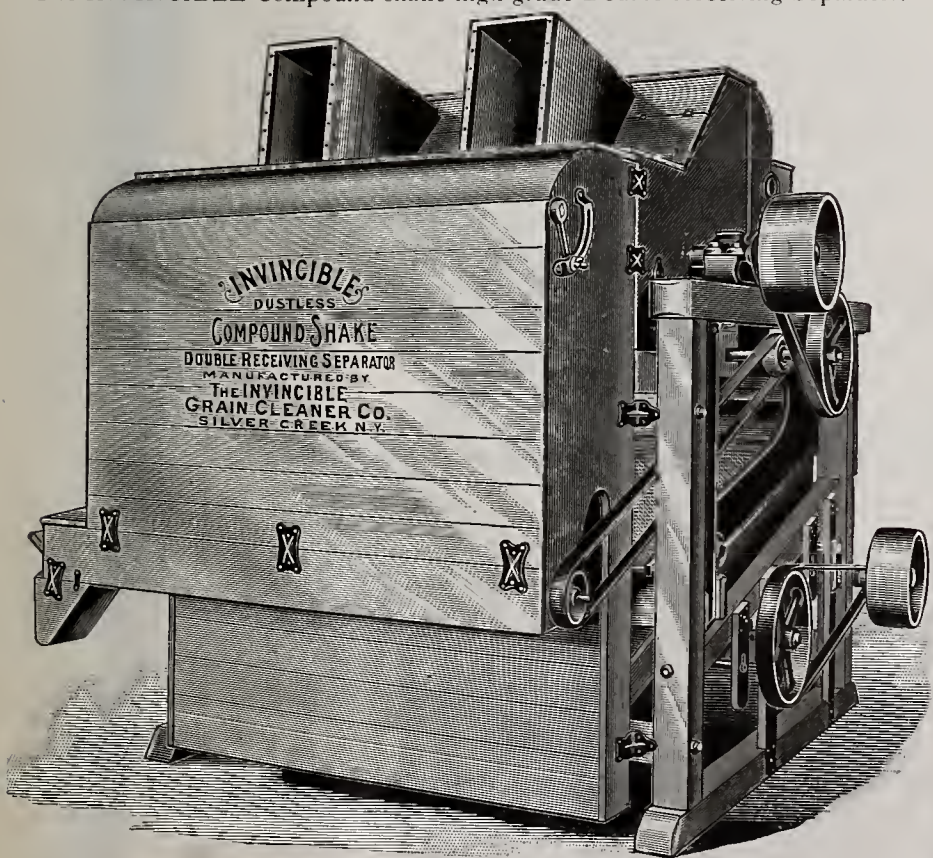


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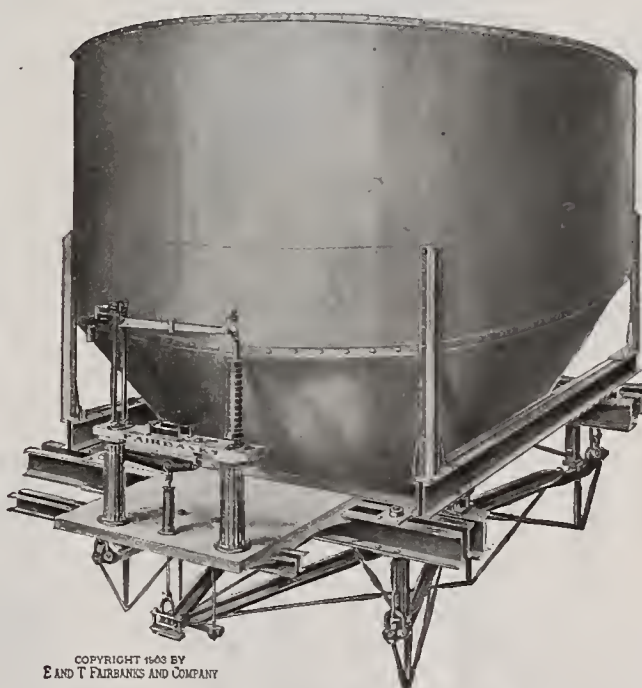


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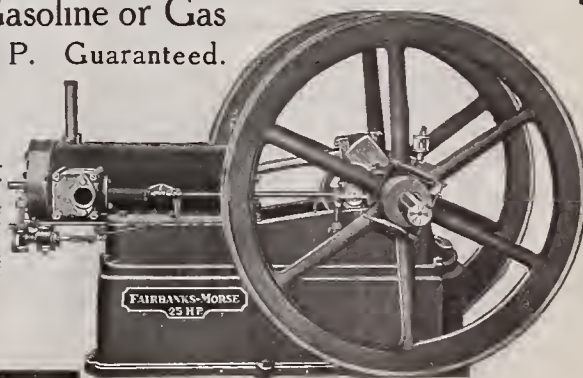
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We guarantee each machine to be perfect, to be all that can be honestly claimed for any other grain machine and to be exactly as we represent it.

As a further evidence of our confidence in Monitors, we sell them subject to a 30 days' trial on your own floors. Catalogue for the asking.

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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
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(INCORPORATED).

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CHICAGO, ILLINOIS, OCTOBER 15, 1904.

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SINGLE COPY, TEN CENTS.

### ELEVATOR AT HUTCHINSON.

Although shippers of Central and Southern Kansas have many complaints to make of the treatment they receive at the hands of their transportation lines, nevertheless the productive capacity of the state is so great and its surplus so large that in normal years extraordinary facilities are required to handle the grain crops of the state, while it occasionally happens, also, as at present, when the milling industry of the entire country is looking toward Kansas for at least a part of its wheat, that local millers are forced to enlarge their storage facilities in order to secure and store their own needed supplies of "raw material." Among such companies in Central Kansas is the Rock Milling and Elevator Company of Great Bend, which has been extending its line of elevators in the wheat belt, and which is the owner of the fine modern house at Hutchinson, Kan., shown in the illustration, which has just been completed for the company by P. H. Pelkey, contractor and elevator builder, of Wichita.

This house is 40x60 feet on the ground and 114 feet high, giving a capacity of 93,000 bushels. It is covered with rock-face galvanized iron. The equipment consists of Howe Track Scales, Howe Hopper Scales, Eureka Separator of 4,000 bushels' capacity and Eureka Oats Clipper of 1,500 bushels' capacity. It has also four

16-inch buckets and one with 12-inch buckets, each elevator being finished with the improved Hall Distributor. This equipment gives a handling capacity, in and out, of 30 cars per day.

The engine room is of brick, 40x40 feet in size.

The power is furnished by a 16x36-inch Monarch Corliss Engine. The dust collector system furnished by H. L. Day discharges at the boiler furnace, where all waste is consumed.

The house is modern in every respect and is a particularly convenient one for doing a general grain business, as well as storing wheat for the company's own consumption in its mills.

### BROOM CORN.

While the Illinois production of broom corn is declining, the acreage in Coles, Shelby and Moultrie counties, the center of the crop area in this state, having declined from 10,971 in 1902 and 5,042 in 1903 to but 4,563 in 1904, or more than 50 per cent in two years, the Oklahoma acreage has been increasing.

According to Joseph B. Thoburn, secretary of the Oklahoma Board of Agriculture, there were 35,000 tons of broom corn harvested this season from 100,000 acres of land planted to this product. He estimates the output at one-third of a ton per acre. This places it at more than three times the amount produced in 1902, and about four times the amount of 1903. Present indications are that the crop in Oklahoma will bring in the neighborhood of \$55 per ton. This means that the Oklahoma growers will realize the total sum of \$1,900,000 from the crop, and the profits are very handsome.

The growers have organized the Oklahoma Broom



ELEVATOR AT HUTCHINSON, KAN., OF THE ROCK MILLING & ELEVATOR COMPANY.  
P. H. Pelkey, Contractor and Builder, Wichita, Kan.



Corn Growers' Association, the object of the Association being mainly to devise means for "getting a better market for the staple." It is said to be "probable that the association will recommend that the brush be held until late in the season and thus force the buyers to pay better prices than they are now offering."

### SELLING CLOVER SEED.

Toledo is the largest market for clover seed in this country; and it may be interesting to know that nearly all the seed shipped to that city is consigned, chiefly to be sold on arrival, although some shippers hold for a rise. King & Co., describing the methods in vogue in Toledo in this branch of the trade, think it would be better now to sell on arrival and replace with futures in case shipper wishes to hold. Some shippers "hedge before shipping by selling futures, covering when the seed arrives and is sold, or before if they wish. Some accept bids. This frequently leads to trouble, unless the seed is prime or identical with the sample. The buyer dictates what he will settle at if there is any difference, and shippers do not get the benefit of competitive bids."

Receivers advise selling by sample. The inspection is by the Produce Exchange inspector, who grades each bag on its own merits. Where one shipper's lot contains more than one bag of the same quality, the inspector preserves a small sample of each bag, bulks it, and the seed is sold by this sample. It is possible to have several different kinds of the same grade in the same lot. This is why the price of the same grade varies. All seed below prime is sold by sample upon its merits, regardless of the grade. Inspector gives the samples of the different arrivals to the firms the seed is consigned to, as shown by the railroad waybills. The receiver, unless he has a seed house of his own, always shows the samples of the different lots to each buyer in turn. The buyers make their bids privately, and they frequently vary greatly on the same lot. After the bids are all in, each lot is sold separately to the buyers who make the highest bids.

### THE PENNSYLVANIA MILLERS AGAINST UNIFORM BILL.

At the annual meeting of the Pennsylvania Millers' State Association at Reading, on September 16, the following resolution was unanimously adopted:

The question of a uniform bill of lading having been called to the attention of the Pennsylvania Millers' State Association, and recognizing the importance of a contract that shall be just and reasonable to shipper and carrier; be it therefore

Resolved, That this convention approves of the efforts now being made by the American Shippers' Association to secure a [fair] uniform bill of lading, and urges upon the common carriers of the country the necessity of having a bill of lading that will be satisfactory and acceptable to bankers, as well as just to the shippers.

As to reciprocal demurrage the same convention adopted the following resolution:

As the Pennsylvania Millers' Association has had a report from its committee on the subject of state laws for the government of transportation cars, chartered and operated by and within its own borders, and has been deeply impressed with what Virginia has accomplished in this direction; be it, therefore,

Resolved, That our executive committee be requested to consider this question, with the view of having some legislation formulated at Harrisburg looking to the creation of a state commission, or the passage of a law that will more adequately protect the interests we represent in our relations with the common carriers of the state.

A copy of this resolution will be printed and sent to every congressman, senator and member of the legislature in the state.

The report of the transportation committee further recommended, "That a permanent bureau be created, whose duty it shall be, under direction of the executive committee, to take charge of all claims that our members may have against the transportation companies from any just cause, and

collect the same. Complaints are made that frequently such claims are ignored by the transportation companies and that the amounts involved do not always warrant suits at law. Such a bureau would command respect and attention when presenting claims with the knowledge that if necessary suits would be prosecuted by the Association.

"The question of demurrage on cars has been called to the attention of your committee, particularly the habit of bunching and delivering a number of cars at one time, and then charging demurrage if all are not unloaded within the 48 hours. This whole question of demurrage in connection with the laws of Virginia will be brought before the convention and your committee is in hopes that some steps will be taken to remedy any grievances that exist."

### HENRY T. SWART.

To Americans of the Northwest, who have familiarized themselves with the spring wheat problem and the intricacies of that trade, the possibilities of Manitoba and the Northwest Territories must certainly be most fetching. It has to the business man all that tugging influence that perhaps can be best understood by the angler in



HENRY T. SWART, WINNIPEG.

springtime or the sportsman in the fall, and which has been lately expressed as "the call of the wild." It is a new country—a growing new country, with endless room for expansion, and it is no wonder so many capable men from the States have crossed the line to take a hand in the development of an agricultural area that reminds men not yet old of the once unoccupied ocean of farming lands on this side the international boundary, whose growth has made so many rich men.

One of the newer grain companies now operating at Winnipeg is the Zenith Grain Company, Limited, of which Ward Ames is president, Julius H. Barnes, vice-president, Ward Ames Jr., treasurer, and Henry T. Swart, secretary-manager—Americans operating in the United States as the Ames-Brooks Company of Duluth and the Ames-Barnes Company of New York, who will devote their attention and energies to the shipping and exporting business, the three firms working in conjunction. While all the members of the company are practical men, the burden of the Winnipeg management will of course fall upon the shoulders of Mr. Swart.

Mr. Swart is a native of Minnesota and just about forty years of age. His father was a grain dealer; and after graduating in 1883 from the public schools of Winona, Mr. Swart turned to account the knowledge of grain and the methods of merchandising it which he had learned of his father, by taking a position with A. J. Mead, then operating, as proprietor, the old "Alton" Elevator at Kansas City, Mo. From Missouri he returned in the fall of 1884 to Minnesota to open an office

at Duluth for G. W. Van Dusen & Co., in whose employ, and that of their successors, the Van Dusen-Harrington Co., he remained for nearly eight years, leaving them to accept a position with Barnes & Nicholls, Minneapolis, in 1892.

Returning later to Duluth he was engaged by McKindley & Nicholls until 1897, when he resigned to take charge of the Great Northern elevators at West Superior, Wis., with offices at the Board of Trade. It was while Mr. Swart was manager of the Great Northern elevators that the steel Elevator "S" was built, with a capacity of 3,000,000 bushels, and until he went to Winnipeg in August last this great property was successfully managed by him.

So Mr. Swart goes to Winnipeg and to the Zenith Grain Company, Limited, of which he is a stockholder, with the broadest experience in the grain trade as it is in the Northwest and with the good-will of all the people with whom he has been associated in the past, and in the prime of life. The new firm has hardly "caught its wind" as yet, but with such a manager and such connections on the route between Winnipeg and Europe, the Zenith Grain Company is bound to be a considerable factor of the right sort in the trade of the Canadian West.

### STATUS OF FROZEN WHEAT.

Considerable quantities of frozen wheat and elevator screenings have been brought across the line from Canada by the cattle and sheep feeders of Minneapolis and the Northwest, all of which has been taxed 25 cents per bushel import duty. Against this duty the W. P. Devereux Company, grain commission, Minneapolis, protested, contending that frozen wheat is properly dutiable at only 10 per cent under section 6 as a non-enumerated unmanufactured article.

The Devereux Company presented to the Board of United States General Appraisers at New York testimony showing that the wheat was raised in a northern latitude and that by reason of an early frost it was not permitted to ripen. It was demonstrated to the satisfaction of the board that frozen wheat cannot be used to make flour; that it is unfit for human food and would not be received or sold as wheat on the produce exchanges. It was further shown that the wheat under protest will not germinate and cannot be used for seed purposes, its only use being for feed for cattle or chickens.

General Appraiser Hay, who wrote the opinion for Board No. 2 of the Customs Court, said that the word "wheat," both now and at all times in the past, has in commerce been used to designate the grain from which flour for human food is manufactured. On this point Mr. Hay, in his opinion, published September 15, says:

To hold that an article of this character (frozen wheat) is wheat within the meaning of the tariff law, an article from which flour could not be made, not a breadstuff nor yet a farinaceous substance, and that would not germinate or reproduce its kind, would, we think, pervert the purpose for which that law was enacted. We think the proposition cannot seriously be disputed that in directing that a duty of 25 cents a bushel be levied upon wheat, Congress intended that this duty should be levied upon the grain from which flour for human food can be manufactured. The commodity in question, being cut down before it had ripened, is not, we think, the wheat of commerce, and is therefore not subject to duty under paragraph 234.

After considering various rulings of the federal courts, Mr. Hay reaches the conclusion that the importers are correct in their contention for a 10 per cent duty. In reversing the deputy collector's assessment of 25 cents per bushel, the general appraiser remarks:

The solitary question presented to the board for decision is as to whether or not the commodity in question is wheat within the meaning of that word as used in this paragraph of the tariff law. Every word used in the tariff law to specifically designate a commodity upon which duty is to be assessed is used in its commercial meaning. The word "wheat" is sometimes used to designate the growing grain, as when we speak of a field of



wheat; also to designate this same grain after it is ripened and cut and bound, as when we speak of a sheaf of wheat. And so this word may properly be used to designate this species of vegetation at every stage, from the time it first sprouts through the ground until the hulled grain is deposited in the hopper for grinding; but the wheat of commerce and the wheat provided for in paragraph 234 is the grain. Except for germination and reproduction this grain has but a solitary use, and that use is to be ground into flour or meal for human food. We are, therefore, drawn to the conclusion that the wheat provided for in paragraph 234 is wheat from which flour can be made.

The decision, which is admitted to be one founded on sound doctrine, is not, however, pleasing to the "farmers' friends," and as a first step to impede its action the Secretary of the Treasury, on September 23, ordered an appeal to be taken from the board's ruling. The department, however, says that "as the issue is an important one," the matter should be acted upon at once. And acting upon the Treasury's lead, Senator Hansbrough of North Dakota has "put himself on record" as "opposed to the decision," charging, of course, the "influence" of the Minneapolis millers on Mr. Hay, who happens to have gone to New York recently from Minneapolis. "Congress alone has power to say what duties shall be charged on imports," said the senator, "and no Board of Appraisers at New York or elsewhere can abrogate the duties of Congress. The operation of the ruling would mean," he adds, "that pretty nearly all the wheat brought across the border would be 'frosted' and the Minneapolis millers would have the advantage of the letting down of the tariff bars."

Congressman Marshall also joins Senator Hansbrough in a "protest"; whereupon the treasury department sent W. B. Chance to North Dakota to "investigate," and a telegram from Fargo says: "Mr. Chance will spend some time in the state and will visit the Canadian Northwest. The farmers of North Dakota regard the order as a menace to their business, as Canadian wheat will be shipped in under the guise of frosted grain and be used for milling purposes. The Fargo Commercial Club will assist in securing all information possible bearing on the matter."

The immediate effect of the club's action was a meeting at Fargo on September 28, at which President Worst, Prof. Bolley and Messrs. McDowell and Churchill of the North Dakota Agricultural College were present with Congressman Marshall, ostensibly to talk over the "grading of durum" wheat. The decision was treated all through the meetings as a "fight of the millers to get cheaper wheat" and "would mean a depreciation of our values and serious harm to all interests in this state." A committee was finally appointed consisting of Col. Morton, Prof. Bolley and G. S. Barnes "to collate the evidence" asked for by the treasury [to be used in the appeal case].

### NON-PARTISAN MOVEMENT IN INDIANA.

The Indiana Shippers' Association has made a complete draft of a bill for the creation of a state railroad commission, and in conjunction with the Indiana Grain Dealers' Association has begun the work of interesting shippers, business men and voters of that state in the bill. The Grain Dealers' Association has published a pamphlet entitled "The Transportation Tax," reviewing in detail the history and present condition of state transportation facilities in regard to the treatment of shippers within the state. The form of the pamphlet, like that of the movement as a whole, is strictly non-partisan, and it is hoped no serious trouble will be encountered in actively interesting voters in the selection of members of the legislature who will favor the bill.

The first car of fall sown wheat ever shipped to Winnipeg was received on September 23 by Thompson, Sons & Co., grain commission merchants, grain exchange. The wheat was grown at Claresholm,

near McLeod, N. W. T., and was sown last fall. The inspector graded the car No. 1 white winter. The wheat was exceedingly handsome, the berry being of a much lighter color than the Manitoba wheat; also plumper and not so hard as the spring variety. The arrival of the car marked a new era in wheat-growing in Manitoba, and the result of this experiment will doubtless induce others to try their hands with winter wheat.

### H. E. FURNAS.

Harry E. Furnas, who succeeds the late Benj. F. Ryer as western manager for the S. Howes Co. of Silver Creek, N. Y., with headquarters at 202 Traders' Building, Chicago, was born at Valley Mills, Marion County, Ind., on June 1, 1863. He comes from a milling family, his father, Orlando Furnas, being at that time a member of the milling firm of Beeler, Fletcher & Co., and superintendent of the mills. These were, by the way, removed the following year to a site on the I. & V. R. R., four miles west of Indianapolis, in what is now the suburb of Maywood. It was in this mill that Harry E. Furnas earned his first wages, at the early age of six years, by cleaning up the screenings from the old upright Eureka Smutters, with



HARRY E. FURNAS, CHICAGO.

which this mill was equipped. It is seldom that a boy so early in life commences to prepare for his career as a grain cleaner man—and keeps at it.

In 1874 the firm of Beeler, Fletcher & Co. was dissolved, and the mills dismantled and sold, Mr. Furnas Sr. forming a copartnership with A. Cossel to do a milling business with a small water power custom mill located on Eagle Creek, just beyond the present northwest limits of Indianapolis. This connection lasted for two years, and Harry, when not in school, was employed in the mill, learning the trade.

In October of the year 1876 the firm of Cossel & Furnas was dissolved and Mr. O. Furnas bought the Harvest City Mills on Sugar Creek, four miles northwest of Edinburgh, Ind., which for twenty-seven years was operated by the Furnas family, most of the time under the management of the subject of this sketch, under the firm name of O. Furnas & Sons.

In 1882, Mr. Furnas' health became such that a change of climate was deemed advisable, and he accepted a position with the Nordyke & Marmon Co., as manager of their roller mill at Louisville, Ill., which position he acceptably filled for three years, resigning at that time to build and operate in partnership with Dr. Charles Kerr, the Breckenridge Roller Mills and grain elevators at Breckenridge, Sangamon County, Ill. This partnership was, however, dissolved within the year, owing to a disagreement, and Mr. Furnas again took up the management of the business of the old firm of O. Furnas & Sons at Edinburgh, Ind.

After one year at this, his health again became so poor as to make it necessary to entirely give up business, which he did till the summer of 1894, when he accepted the position of collector of overdue paper for the Indianapolis office of the McCormick Harvesting Machine Co., resigning two and a half years later to accept the position of grain buyer and office man for the Blue River Milling Co. at Edinburgh, which firm he left to take a position with the S. Howes Co.

Mr. Furnas has since then pretty well covered most of the states west of the Mississippi River and has formed a wide acquaintance with the many different lines of trade to whom the S. Howes Co. caters, and has as wide a circle of warm personal friends as, perhaps, any other man now in the trade. For the past two years he has had charge of the Toledo office of his company, and on the death of Mr. B. F. Ryer was made manager of the Chicago office.

Mr. Furnas will still retain control of the Toledo office and will spend a portion of his time there, looking after his trade in grain dryers, in which line he has been peculiarly successful, having had as wide a range of experience as anyone now living. He will be aided in his territory by an efficient corps of traveling assistants and will be well equipped to take care of any business that may offer itself.

Any of Mr. Furnas' many friends will find a warm welcome at either his Toledo office, 16 Produce Exchange, or the Chicago office, 202 Traders' Building, at which latter place he will spend the greater portion of his time.

### A CINCINNATI RULING.

A Cincinnati firm of grain receivers recently, in making payment for freight charges to the local agent, made a deduction in the amount called for because the car, billed at 40,000 pounds, fell short of this in weight of the grain. The agent asked for the unpaid difference and the receiver told him to collect it from the shipper. This led to some controversy, and by mutual agreement the questions involved were submitted to Superintendent C. B. Murray of the Chamber of Commerce for decision.

Mr. Murray found that the 40,000 pounds, at which the car was billed, represented the minimum weight, and therefore the weight did not apply to a weight short of this.

The decision recognizes that a freight agent is held responsible for collection of freight charges according to the billing; that there is no obligation on the part of the agent to deliver goods until the charges are paid; that delivery of goods without payment until a later date is a courtesy granted by the agent to serve the convenience of the receiving party, and that in no sense is it in the nature of relief of obligation for the charges called for.

The deduction made by the receiving party in the amount of the freight charged, because the car proved to contain less than 40,000 pounds, was an error, and without warrant. The sending of the check for such charges less the amount thus deducted, and the acceptance of such check in the regular order of business, does not imply fulfillment of obligation for the freight and relief from claim for the remainder called for. It is not the province of a railroad company, says the arbitrator, to accept part payment of freight charges claimed by the receiving party as the amount due, and to look to the shipper for the balance due. The recognition of such a method would lead to interminable confusion in freight accounts. It would necessarily lead to the withdrawal of the credit courtesy methods under conditions unattended with security to the agent for payment of charges as called for.

In the instance at issue, Mr. Murray said, there was no error in the account rendered for freight charges inviting counter claim, and the agent was entitled to receive the amount of such charges in full without contention. Mr. Murray held that in cases where claims are to be made for overcharges



in freight the course is to render a bill for such claim, in order that it may be duly passed upon by the claim department of the railway company.

### HENRY HEILE & SONS.

The Cincinnati warehouse of Henry Heile & Sons was recently burned, and they are now preparing to rebuild and be in position to again transfer grain and hay at Cincinnati when it is an advantage to them or their patrons to do so. Meantime, however, their transfers are made at their houses at Covington, Newport and Latonia, Ky. The main office continues, of course, in Cincinnati in the building shown in the illustration herewith. The elevator shown on the right of the same engraving is the firm's elevator at Latonia, Ky., opposite Cincinnati.

This house, which has storage capacity for 165,000 bushels of grain, is located on the L. & N. Ry. tracks. It is fully equipped for handling all kinds of grain, including rye, large quantities of which of the choicest varieties are handled annually for the distillery trade of Kentucky. Indeed, Henry Heile & Sons are perhaps the oldest firm in Cincinnati making a special feature of this line of business. This plant is equipped for grinding corn on a large scale, the specialty being fine table meal, which largely goes to the South and Southeast. Ad-

In Iowa the dealers complain that the Rock Island system is inviting a tie-up by cutting down the operating force; and that by October 1 the congestion had already begun; and that dealers have been unable to get cars as rapidly as demanded or needed. Railroad officials say that the shortage of cars is true, but that it is due to heavy grain shipments from Washington and Oregon, which the company was not entirely prepared to handle, being unexpectedly large.

Reports from Kansas are much to the same effect, although no blockades have as yet occurred.

In Oregon and Washington, where some 10,000,000 bushels of wheat are waiting for cars to come East, the car shortage has become acute for obvious reasons. The Rock Island, Burlington, U. P. and Illinois Central have all sent cars to the O. R. & N. Co. to move this wheat, which temporarily cuts short the number of cars in the East.

### THE HARROUN FAILURE.

The Harroun failure, announced from St. Joseph, Mo., on September 9, turns out to be one of the most scandalous known to the trade. W. H. Harroun, by his confessions, admits a sustained series of forgeries covering a period of two years and involving hundreds of thousands of dollars. Having lost so heavily in a stock speculation that the capi-

Burlington officials had been aroused and soon after Harroun's return from New York Mr. Maxwell called upon him for a statement with a view of ascertaining if there were any other forged bills out, when the truth came out.

The indebtedness to the banks of the Harroun Elevator Company, of which corporation Mr. Harroun is president and manager and which is financially responsible for his acts, as represented by the forged and other papers, amounts to \$861,000.

Representatives of the creditors met at St. Joseph on September 12, at which time it appeared that the heaviest creditors are the Tootle-Lemon National Bank of St. Joseph, caught for \$128,000, and Milton Tootle, Jr., carrying \$200,000 worth of the Harroun paper on his own account, both of whom claim special security by liens on elevator property, mill stocks and mining property in old Mexico. Other heavy losers are the Union Trust Company of St. Louis, holding forged yellow bills of lading to the amount of \$100,000, and the American National Bank of Kansas City, \$103,000. The latter institution secured an attachment on the company's elevator at Elwood (Kansas City) and 90,000 bushels of wheat stored therein.

At the creditors' meeting Mr. Harroun denied nothing, but offered, if given two days' time, to pay 30 to 40 per cent of his indebtedness, and if permitted to have his liberty to pay the remainder, asking in the meantime only the most modest sum for his own and his family's use. He was given several days to present evidence of his ability to carry out his plans and promises. Suits were, however, begun by various parties to get possession of the visible and tangible property, so that on September 16 the property was all turned over to the creditors. The liabilities are as follows: Union Trust Company, St. Louis, \$100,000, unsecured; National Bank of Commerce, Kansas City, \$100,000, half secured; American National Bank, Kansas City, \$103,000, half secured; Whitney National Bank, New Orleans, \$29,000, secured; Comptoir National (branch of Bank of France, Paris), New Orleans, \$36,000, unsecured; Mechanics' National, New York, \$67,000, unsecured; Corn Exchange National Bank, Chicago, \$15,000, unsecured; Tootle-Lemon National Bank, \$128,000, secured except \$20,000; First National Bank, Kansas City, \$15,000, secured; other large creditors, \$200,000, secured; small creditors, \$30,000, secured and unsecured, the total being about \$390,000, of which about \$400,000 is secured. The property turned over to the creditors will amount to about \$370,000. The companies involved are the Harroun Elevator Company, St. Joseph; the Harlem Elevator Company, Harlem, Mo., and the Gulf Elevator Company, Kansas City. The assets turned over to the creditors are estimated as follows: Grain and cash, including about 60,000 bushels in the elevator in Elwood, \$160,000; equity in real property, mining and oil stock and other securities, \$100,000; land, \$60,000; cash supplied by friends, \$50,000; total, \$370,000. On October 1 all but one of these creditors signed a contract with Harroun in which a trustee is named and authorized to take over the business of the Harroun Elevator Co. as Harroun's. It is understood that the creditors will at once recover 60 per cent of the indebtedness or even more; that finally, the whole amount will have been paid; also that the business will be continued with St. Joseph as a base, either by the trustee personally or by a representative.

But forgeries of bills of lading was not the whole of Mr. Harroun's offending (his sister and brother, interested with him as shareholders in the Harroun companies, were wholly ignorant of his misdoings—even his confidential clerk Mr. Harroun himself declared, was ignorant of them). On September 20 Chief Grain Inspector Tedford of Missouri filed an information at Kansas City charging Mr. Harroun with fraudulent dealings in warehouse receipts. There were two counts in the information. The first count charges him with issuing a certificate for 10,000 bushels of wheat purported to be in the Gulf Elevator, when, as a matter of fact, the wheat was not in the elevator. The sec-



OFFICE BUILDING, CINCINNATI, AND LATONIA ELEVATOR, ETC., OF HENRY HEILE & SONS.

joining the elevator are hay sheds with a capacity of 300 cars.

This Latonia plant is especially favorably located, as Latonia takes the Cincinnati rates to the South, while the L. & N. is one of the great highways into that part of our country; so that the firm's facilities, even without a transfer house in Cincinnati itself, are equal to the necessities of a very large trade in either grain, hay, meal or feed.

### CAR FAMINE COMING?

Already there is complaint in all parts of the West and Northwest of a shortage or threatened shortage of cars. In the Northwest, where thrashing has been completed in many portions of the states and the grain is being rushed to the market on account of the high prices, the warehouses and elevators are said to be full, and the grain is coming in faster than the railroads can carry it away. Calls for additional equipment have been made on nearly all roads, and considerable difficulty is being experienced in meeting the demand, as the requests come from every part of the Northwest. The wheat is moving rapidly and the shipments of other small grains are also large. As early as September 15 the Duluth Commercial Record said: "A car famine on a short crop and on the lines of railroad where the principal shortage exists is about the last thing to be expected, but that is the actual condition of affairs and the shortage has barely started. There were stations on the G. N. and N. P. that did not have an empty car last week, and at nearly all points on the Soo line the only cars to be obtained were the ones that came in with loads."

tal in the grain business was impaired to the extent that as manager he was pressed for money, he began to issue false bills of lading on shipments of grain purporting to have been destined to Port Arthur or Baltimore for export. These bills would be placed with banks in the larger cities and large loans made on them. Before the loans fell due other spurious bills were issued and the loans made on them were used to take up the former issue of bogus collateral. This was done with such promptness that no bank ever was permitted to call upon him for payment; hence detection was rendered almost impossible. But there was one flaw in Harroun's scheme and this led to his exposure. The Mercantile National Bank of New York wired to the Chicago officials of the Burlington Railroad August 26 and inquired if two bills of lading placed by Harroun with the bank were genuine. The bank gave the numbers of the two cars which were designated on the bogus bills. Upon investigation at the freight office of the Burlington in St. Joseph it was found that no such cars as those mentioned in the bills of lading held by the New York bank had been received by the railroad there. W. C. Maxwell, assistant general freight agent of the Burlington in St. Joseph, called upon Harroun for an explanation. He confessed that the two bills were forgeries. Mr. Harroun then visited Chicago and New York, and upon returning said he had adjusted matters satisfactorily. In the interval he had hit upon a plan of remedying the defect in his system, and began uttering forged duplicates of genuine bills, so that should a bank inquire whether a car of a certain number had been received by a railroad from Harroun, the reply would be in the affirmative. But the suspicions of the



ond count charges him with issuing a fraudulent duplicate of the same certificate. The date upon which the certificates are said to have been issued was September 7. Mr. Harroun is charged with making out these fraudulent certificates, signing the name of Secretary E. D. Bigelow, while acting as manager of the Gulf Elevator. The penalty for the offense is a penitentiary sentence ranging from two to five years. On September 28 Mr. Harroun was arraigned on the charge and held on bond of \$2,500, hearing being set for December 21.

In the meantime Mr. Harroun had been cited to appear before the directors of the Kansas City Board of Trade, failing to do which he was on September 22 expelled from that body by unanimous vote of the directory, on charge of forging the secretary's and another name to warehouse receipts.

At St. Joseph on September 21 the grand jury indicted Mr. Harroun for forgery in the third degree, the indictment being in seven counts, and on the 22d he was arraigned in the Criminal Court. He gave bond in the sum of \$25,000.

"Wm. H. Harroun is a young man yet," says the Kansas City Journal. "He is supposed to be about forty—under, if anything. He is young, almost boyish, in appearance. He is small in stature, quick and nervous in temperament. He has beady, black eyes, and his hair, dark brown, is long and inclined to fall down over his brow. This lock he persistently throws back with his hand, and this adds to the impression of nervousness. He is a man of tremendous work power; in other words, he can do a great deal without rest or recreation. He lives off his nerves rather than his flesh, but it does not seem to tell on him to any great extent. He is neither wrinkled nor gray; since he was branded as a forger he has looked somewhat haggard, but he doesn't wear the aspect of a man hunted or haunted.

"Harroun is from Wichita, or thereabouts. He was a farmer, it is said, or at least a small town man. He worked, after acquiring an ordinary common school education, in a store, where grain was bought and sold, and thus he became familiar with its handling. He drifted north with various intermediate steps, and fell in with a certain official of the St. Joseph & Grand Island Railroad, who was gradually struck by his shrewdness, his understanding of the grain business, and his sharp and keen acumen and ability. He gave this young fellow some chances and some backing and before long Harroun was controlling the entire grain business of the Grand Island road. This road then terminated in St. Joseph and an eastern outlet was needed. A deal by Harroun with the Chicago Great Western afforded it. Harroun handled the grain of that whole region and St. Joseph was its terminal point. He had offices here, later, but St. Joseph was his base, and the town he did things for. In 1902 he organized the Board of Trade there, and though he was only a director in it he really was the guiding and directing power. He secured an immense elevator across the Missouri River, at Elwood, and the Board of Trade, at his dictation, made it 'regular.'

"Harroun is a man who talks little, they say. His lips are sealed by his attorney, R. A. Brown, just now. But he seems, since the expose, to be more than ever desirous of conversation. He wants to tell all about it; he wants to relieve his mind. He has not denied a thing, so far; he admits it all. Coolly, dispassionately, and as calmly as if conversing about the merest casual event, concerning himself not at all, he said last week:

"I've nothing to deny. I admit that I'm guilty. I've no desire to escape punishment. I knew what I was doing, all the while, and knew the consequences, and am ready to take them."

"And the only things one could notice to show that he really was talking of his own crimes were the dark rings under his eyes and the flapping forelock of hair on his brow. Some day Harroun will 'open up,' he says, and tell all about how he did it. It will be interesting reading.

"Harroun never was an extravagant man, and that's another thing that puzzles people who are

looking into his financial affairs; they can't tell where the money went. He married his former stenographer, and they have three small children, but they live in a modest home in St. Joseph. The house is beautifully furnished, but not at an extravagant cost. Their entertaining has been nil, and the wonder is, how could a man get away with \$750,000 in two or three years, along the lines of Harroun's life?

"There are some who don't think he got away with it. There is talk in St. Joseph of a cache of \$400,000. No one tells anything very definite about this, but it is gossip, just the same. There is also talk of a rich mine in Mexico; and of elevators here and there—but with these are associated mortgages. Simmered right down to hard pan, all these assets look a bit chimerical to a man on the outside. But that leaves open still the question as to what became of it all?

"That's one of the things Harroun may tell when he 'opens up'—if he does. Some others are, how he worked out his plans; his worries over keeping them straight, and his apprehensions over the certain outcome of detection. But most interesting of all would be an idea as to where he acquired his iron nerve and how he keeps it up."

### HUNTLEY AT ST. LOUIS.

Every grain dealer is, of course, interested in the displays of grain-cleaning machinery at the St. Louis Exposition, and for that reason the illustration



EXHIBIT OF THE HUNTLEY MANUFACTURING COMPANY AT THE ST. LOUIS EXPOSITION.

herewith of the booth of the Huntley Manufacturing Company of Silver Creek, N. Y., makers of the celebrated Monitor Grain Cleaning Machinery, is timely.

The booth and display is one of the most complete and attractive in the Agricultural Building, and its various exhibits tell an important story of the wonderful development to which the manufacture of grain-cleaning machinery has been brought in recent years. The company not only seeks to exploit its own machinery but to educate visitors to the necessity of securing clean grain in order to turn out the highest grade of products. Among the machines of interest to the grain-handling trade which the company exhibits are the Monitor Elevator and Warehouse Separators, smelters, flax cleaners, oat clippers, seed cleaners and kindred elevator machinery.

At the same time the company demonstrates its line of machines for milling and for coffee cleaning, grading and roasting, as well as for rice cleaning and grading and for cannery purposes.

If the reader does not have an opportunity to visit St. Louis, he may write the Huntley Manufacturing Company for a free copy of their catalogue of the grain-cleaning machinery, which is one of the recent valuable contributions to the grain-cleaning literature of the year.

The Canadian Pacific has made arrangements to handle the wheat crop of the Canadian Northwest. Some changes will be made in the method of handling grain at Ft. William, but details have not been given out.

### THE COURTS ON THE UNIFORM BILL OF LADING.

The Ohio Shippers' Association, J. W. McCord, Columbus, secretary, has issued a circular letter calling attention to the case of *Cau v. Railroad*, reported in 194 U. S., 427, and decided May 16, 1904. This was an action to recover the value of cotton shipped from Texarkana to New Orleans, under a bill of lading containing the following provision: "That neither the Texas & Pacific Railway Company nor any connecting carrier handling said cotton shall be liable for damage to or destruction of said cotton by fire." The cotton was destroyed by fire, and it was held in the court below that the loss must fall on the shipper under the contract for the transportation of the goods. Upon appeal, the Supreme Court of the United States, Mr. Justice McKenna speaking for the court, said, after stating the facts:

It is well settled that the carrier may limit his common law liability (*York Co. v. Central Railroad*, 3 Wall., 107), but it is urged that the contract must be upon a consideration other than the mere transportation of the property, and an "option and opportunity must be given to the shipper to select under which, the common law or limited liability, he will ship the goods."

If this means that the carrier must take no advantage of the shipper or practice no deceit upon him, we agree. If it means that the alternative must be actually presented to the shipper by the carrier, we cannot agree. From the standpoint of the law, the relation between carrier and shipper is simple. Primarily the carrier's responsibility is

that expressed in the common law, and the shipper may insist upon the responsibility; but he may consent to a limitation of it, and that is the "option and opportunity" which is offered to him. What other can be necessary? There can be no limitation of liability without the assent of the shipper (*New Jersey Steam Navigation Co. v. Merchants' Bank*, 6 How., 344), and there can be no stipulation for any exemption by a carrier which is not just and reasonable in the eyes of the law (*Railroad Co. v. Lockwood*, 17 Wall., 357; *Bank of Kentucky v. Adams Express Co.*, 93 U. S., 174). Inside of that limitation, the carrier may modify his responsibility by special contract with a shipper. A bill of lading limiting liability constitutes such a contract, and knowledge of the contents by the shipper will be presumed.

(2) It is again urged that there was no independent consideration for the exemption expressed in the bill of lading. This point was made in *York Co. v. Central Railroad*, supra. In response it was said: "The second proposition is answered by the fact that there is no evidence that a consideration was not given for the stipulation. The company, probably, had rates of charges proportioned to the risks they assumed from the nature of the goods carried, and the exception of loss by fire must necessarily have affected the compensation demanded. Be this as it may, the consideration expressed was sufficient to support the entire contract made." In other words, the consideration expressed in the bill of lading was sufficient to support its stipulations. This effect is not averted by showing that the defendant had only one rate. It was the rate also of all other roads, and presumably it was adopted and offered to shippers in view of the limitation of the common law liability of the roads.

(3) The carrier cannot contract against the effect of his negligence, and hence it is contended in the case at bar the burden is upon the defendant to show that the fire was not caused by its negligence or that of its servants. The contention is an-



swered by *Clark v. Barnwell*, 12 How., 272. In that case the bill of lading bound the carrier to deliver the goods in like good order in which they were received, dangers and accidents of the seas excepted. It was held that after the damage to the goods had been established the burden lay upon the carrier to show that it was caused by one of the perils from which the bill of lading exempted the carrier. But it was also held that even if the damage so occurred, yet if it might have been avoided by skill and diligence at the time the carrier was liable. "But," it was observed, "in this stage and posture of the case the burden is upon the plaintiff to establish the negligence, as the burden is upon him." The doctrine was affirmed in *Transportation Co. v. Downer*, 11 Wall., 129. See also Section 218, 2 Greenleaf on Evidence. Judgment affirmed.

Thus, from the most recent decision of the United States Supreme Court, it appears that the law allows: (1) Carriers to limit their common law liability; (2) that the shipper may consent to such a limitation; (3) that knowledge by the shipper of the limiting conditions is presumed; (4) that the usual consideration of the bill of lading is sufficient to support such a contract; (5) that, if loss or damage occur, it is essential that the shipper prove the negligence of the carrier; and (6) that if loss or damage occur without proof of negligence the carrier is not liable.

### SUIT AGAINST MR. SMILEY.

The appeal of E. J. Smiley, secretary of the Kansas Grain Dealers' Association, from the judgment of the Rush County Court, affirmed by the State Supreme Court, finding him guilty of "operating a trust" and fining him \$100 in addition to a jail sentence, will be argued in a few days before the United States Supreme Court at Washington. Attorney-General Coleman has employed H. J. Bone and D. R. Hite, attorneys of Kansas, to assist him in prosecuting this case at Washington. On September 23 the briefs for the state were sent to Washington, from which a Topeka journal takes the following as the prosecution's statement of the case:

This court is asked to redress the grievance of the plaintiff-in-error (Smiley), not the grievance of some one else. It is proper, therefore, first to determine what that grievance is. He was tried and convicted of having entered into a combination with the grain buyers and dealers of Bison, Kan., to pool and fix the price they should pay for grain at that place; to divide among the parties to the combination the net earnings of the grain dealers and buyers and to prevent competition among the parties to the combination in the purchase and sale of grain. So far as this court is concerned, it is conclusively established that the plaintiff-in-error did in fact enter into a combination for the accomplishment of these objects. Mr. Smiley's complaint is that by his conviction for doing these things he has been deprived of his liberty without due process of law, in violation of the fourteenth amendment of the Federal Constitution. In support of this contention, he claims that the statute of Kansas known as the anti-trust act of 1897 is an unconstitutional interference with the citizen's right of contract, and is therefore wholly and absolutely void; and, since there is no such thing in Kansas as a common-law crime, his liberty is threatened without any law whatever. Of course, if the combination to which Mr. Smiley was a party is in reality nothing but a lawful contract with which the state has no right to interfere, he should be discharged.

The grievance of the plaintiff-in-error is, therefore, that he is to be punished for entering into an agreement which is lawful because within the protection of the Federal Constitution, and which, therefore, the state of Kansas has no right to prohibit. It is with this grievance we have to deal. If there is error in the records, it consists in the attempt of the state of Kansas to punish Mr. Smiley for becoming a party to the combination described in the information. If the acts of the plaintiff-in-error belong to that class of transactions which lie outside of the constitutional competency of the state to prohibit, it is wholly immaterial to this inquiry what acts do come within the state's competency to punish. On the other hand, if these acts belong to a class over which the state has plenary control, then it is obviously immaterial to this inquiry whether something else the plaintiff-in-error, or any other person, may or may not do belongs to a class of transactions with which the state has no power to deal. It is Mr. Smiley's grievance with which we are concerned; not an imaginary grievance nor an imaginary case. Here we have a citizen who is deprived of his liberty for becoming a

party to a certain combination. He admits the act, but denies its illegality. Manifestly it is with his act we have to do; and the question is whether what he has done is illegal.

### DEATH OF B. F. RYER.

A large circle of business friends and acquaintances will be pained to learn of the death of Mr. B. F. Ryer of this city on September 23. Although Mr. Ryer had been ill with a chronic trouble for several years, his death will come as a surprise to those who were not informed as to the serious turn his trouble took the last few weeks.

Benjamin F. Ryer was born in New York City in 1844. On leaving school in 1861 he enlisted in the United States army and at 19 years of age was captain of the Twentieth New York Volunteer Light Artillery. In the course of his service he was in command of troops at the time of the New York Draft riots in July, 1863. After the war he visited Alaska in company with government officials, and on his return engaged in business first in New York and later in the banking business at Romeo, Mich.

Late in the '70's he came to Chicago, when his connection with the milling interest began. He was first connected with the old Garden City Mill



THE LATE BENJ. F. RYER.

Furnishing Company, of which he later became secretary. On severing his connection with that company he went with Huntley, Cranson & Hammond of Silver Creek, N. Y., first acting as their western representative, with Chicago as headquarters, and later, on the incorporation of the firm as the Huntley Mfg. Co., removing to Silver Creek, when he was for five years secretary of the company. At the end of this period he returned to Chicago as western manager for the S. Howes Co. of Silver Creek.

In his twenty-five years' connection with the mill furnishing trade, and especially with the grain cleaner portion of it, Mr. Ryer became a well-known figure among millers and grain dealers. He was an excellent salesman and business man. He was of fine physique and military bearing, and few would believe that one so apparently young was a veteran of the Civil War. His health showed an appreciable decline several years ago, but he continued his business activity up to within a short time of his death.

Besides a large number of friends in Chicago and business acquaintances he leaves to mourn his loss two sisters, Mrs. Charles Hilmier of New York City and Mrs. Will Dixon of Chicago, a son, Julian C. Ryer, a lawyer in this city, and a daughter, Mrs. Frank J. Klapperich, at whose home, 2169 Washington Boulevard, he died. Mr. Ryer was buried at Graceland Cemetery on Sunday, September 25.

### EMERY DISCHARGED.

About a month ago Bartlett, Frazier & Carrington announced that through fraudulent trades, false entries and dishonest bookkeeping at their Milwaukee office the firm had lost \$153,245.39, and charged Geo. D. Emery and Carl H. Baumann with the irregularities. Both were arrested, charged with embezzlement, the specific charge being embezzlement of sums aggregating \$4,041. The crime was accomplished, it was alleged by the state, by Emery's practice of trading on his own account in the name of the firm. Emery's defense throughout has been that he merely followed the general custom of pit traders.

On October 4 Emery was discharged as not guilty.

Emery is the defendant, with Carl H. Baumann, in civil suits for the recovery of sums alleged to have been obtained by fraud and conspiracy, that is, by trades carried on on their own accounts, exceeding in Emery's case \$117,000 and of Baumann, \$40,000. It is charged in their cases that in order to conceal their trades and losses, the plaintiffs allege, Baumann and Emery made false entries in their books, withheld entries and kept the knowledge of their transactions from their employers. As a result of the operations, it is said that the firm of Bartlett, Frazier & Carrington lost \$153,245.39. It was obliged to pay this amount to its customers, \$117,245.89 on Emery's account and \$36,692.50 on Baumann's.

### PACIFIC COAST WHEAT COMING EAST.

Heretofore Pacific Coast wheat has had but few attractions for grain dealers east of the Rockies. The Michigan breakfast food millers and a few firms, like McLane, Swift & Co. of Battle Creek, dealing with that class of consumers, have handled the stuff without its being particularly noticed by the regular trade; but this fall the big Mississippi Valley elevator men have been buying on the Coast. Among them were T. W. Swift, for McLane, Swift & Co. of Battle Creek, Mich.; J. J. Keller, for the American Cereal Company of Chicago; R. M. Adams, for the East St. Louis Elevator Company; H. A. Wernli, for the Van Dusen-Harrington Co. of Minneapolis; Mr. Higgins, for the Armour Grain Company of Chicago; W. S. Rosenbaum, of J. Rosenbaum Grain Co. of Chicago, and H. W. Goodnow of St. Louis.

So it is certain that a good deal of Coast wheat is coming eastward; in fact, the quantity is already called "unprecedented." A rate was made for rail carriage eastward through Chicago that was satisfactory to the East, and one shipper, Callahan, the New York exporter, has loaded a cargo to go to New York around the Horn. Portland said that by September 23 no less than ten million bushels had been bought to cross the mountains, one-third of which was billed for direct shipment to Chicago, the remainder being scattered through a dozen states as far east as Boston and south as far as Tennessee. A Portland mill has also sold ten carloads of flour for shipment overland to Boston, this being the first order of the kind so far as known.

While the presence of so many eastern buyers sent the price of Coast wheat soaring, so to speak, the old local buyers are still doing business. San Francisco has her buyers in the field, while the Portland men were and are as active as ever. The great problem is the transportation question, but the roads claim they can handle all the eastbound grain without trouble. Some of the buyers talked of getting their wheat to the East by water, but the lack of available steamers or ships was a difficulty that they were not able to overcome. Such shipments, being from one American port to another, must, according to law, be in American bottoms; and there were but few American vessels in those waters and all of them were engaged in other lines.

The rustle to get wheat has had the effect of modifying the buying system somewhat, as agents



were sent into the country to purchase wheat just as it was threshed. The terms of the sales were that the buyer would carry the grain to the various warehouses at his own expense, or pay the farmer for delivering the wheat at the warehouses. In order to offset the cost of storing the grain, a small margin less than the market price was, of course, offered. The farmer at first demurred, but when the situation was explained he invariably jumped at the chance to sell, although he might not know exactly the market price. As the agents were either known to the farmers, or the wheat buyers in Pendleton whom the agents represent were known to the growers, the contracts were made in good faith and the farmers were given fair treatment. In consequence, comparatively little grain was sold during September at the buyers' city offices.

"There are three important varieties of the Coast wheat," says the Record-Herald. "The white wheat is used by the cracker and cereal food manufacturers, and the so-called red varieties are being used by the soft winter wheat millers to blend with the red winter grain of this section. Some of the mills are planning to use 50 per cent of the Coast wheat. In addition to being an important price-reducer, it is very plump and heavy and offsets the poor quality of the Missouri, Illinois and Indiana wheat. Fairly good quantities are already being used by mills in the Central States. These are able thereby to reduce flour prices considerably. The millers using the Coast wheat have been able to pay better prices for home grown on account of the advantage in grinding the blended grain. The purchases thus far are estimated at 10,000,000 bushels, of which nearly one-half will come into or pass through Chicago. This immense quantity will put the soft winter wheat millers in a better position to compete in the flour markets than either the spring wheat millers of the Northwest or the hard winter wheat millers of the Southwest. The grain blends nicely with the Michigan white wheat, which it somewhat resembles. On this account the Detroit millers have bought it freely. One milling concern at Toledo has already taken between 200,000 and 300,000 bushels."

### PASSING OF TITLE TO CAR OF CORN.

BY J. L. ROSENBERGER,  
A Member of the Chicago Bar.

A firm of commission merchants, doing business on the floor of the Merchants' Exchange in St. Louis, sold a carload of corn to a grain company. These parties had had transactions in grain before; and it seems that when a sale of grain took place, the price of the grain was paid by the purchaser after its weight was ascertained and communicated to the seller. The car of corn in question was on the "K" line (a connection of the C., B. & Q.) in St. Louis when the sale to the grain company occurred. The latter company purchased for shipment to a Nashville firm, to whom it had been sold. At the time of the transaction the representative of the grain company directed the seller to send the car to the L. & N. R. Co. in East St. Louis by way of an elevator controlled by such representative; and the agent of the "K" line was directed to send the car accordingly, "for account" of the grain company, the bill of lading being surrendered at the time this order was given. Thereafter the grain company had the corn loaded into an I. C. car; consigned to the intended consignee; procured a bill of lading therefor; drew a draft on the consignee for the price of the corn; attached same to the bill of lading, and discounted it with a bank; but never itself paid the firm it bought of for the corn.

No doubt, says the St. Louis Court of Appeals (Third National Bank vs. Smith, 81 Southwestern Reporter, 215), one individual cannot take possession of personal property belonging to another and pass the title as against the owner by a sale, even if the purchaser buys in good faith. This is always true, unless the owner was guilty of laches, or acts

which made the fraudulent sale possible. In that contingency, the law raises an estoppel against him to prevent his careless conduct from resulting in loss to an innocent purchaser. But, looking squarely at the facts in this case, the court says that no inference was possible except that there was an outright sale of this corn on the floor of the Merchants' Exchange, which, if it did not become effective then and there, became effective when the corn was turned over to the first carrier, the Wiggins Ferry Company. The title then passed to the grain company, and it could transfer it to an innocent purchaser by delivering the corn itself, or assigning a bill of lading issued for it by a common carrier.

It is to be borne in mind, the court says, that the commission firm sold a separate and distinct article, already separated from other property of

question of the ownership of the corn when the bill of lading was assigned, might likewise be reached on the ground that the commission firm was estopped to claim the corn against the bank by having made it possible for the grain company to deal with it as an apparent owner.

### AFTER THE BALL.

The heading of this short article would more appropriately read "After the Ball Game," for the accompanying pictures are souvenirs of the Chicago Board of Trade ball game, which was played last July.

We are indebted for the pictures to Frank J. Delaney, with Nash-Wright Co., who was present with his camera and secured a number of snapshots of the leading incidents of the game.



SOUVENIRS OF THE GREAT CHICAGO BOARD OF TRADE BALL GAME.

theirs. It did not need to be selected and set apart. Hence nothing remained to be done to consummate a present sale; for the fact that the corn had to be weighed to find the total price did not postpone the transfer of the title or render the sale executory (yet to be completed). There being no facts in proof to show an intention to transfer the property in the corn later, the transaction presented the elements of a present sale.

However, the court says that it was not necessary for it to determine whether or not the title to the corn had so far passed from the commission firm that they could not have reclaimed it as against the grain company or attaching creditors. What it decides is that the title had vested in the latter company so as to enable it to transfer the property to an innocent purchaser, and that a transfer to such a purchaser took place when the bank discounted the draft on the Nashville firm in reliance on the bill of lading. The court adds that the same result, which it reached by attending to the

The lower left-hand picture shows the "Cash" team, who proved to be the winners of the game. On the right of this picture there are shown Frank A. Maurer and Wm. Fyffe in the act of arresting Tom Murray, who was subsequently taken before Judge Farnum and fined. The next picture is Judge Farnum and his court, while just above is another offender in the hands of the deputies.

The upper left-hand picture might be termed "Will he hit it?" It is presumed that he did, as the ball seems to be over the plate, and the pose of the batsman would indicate that he meant business.

Chicago Board of Trade men who were affected by Judge Chytraus' decision in the Waite-Thorburn oats case, on September 21, decided to accept the ruling of the judge and effect settlements at 42½ cents a bushel. Almost all of the firms interested in the judge's decision were represented at a meeting held for the purpose.



### THE OTTO GAS ENGINE AT THE ST. LOUIS EXPOSITION.

The exhibit of the Otto Gas Engine Works of Philadelphia, Pa., in Block 41, Aisles D and E, Machinery Building, at the St. Louis World's Fair, occupies what is claimed to be the largest space ever devoted exclusively to the exhibition of gas and gasoline engines in this country.

The general display at their exhibit is characteristic of the high grade of the engines which they build. There are seventeen engines shown for general and special work, eleven of which are fitted up and running, ranging in sizes from 2 to 140 horsepower.

There are several novelties of more than ordinary interest, including a 40-horsepower horizontal single cylinder engine as shown directly connected to a Diehl Generator. Another is the engine of their special electric light type, fitted with their patent rotary ball governor which regulates the

with their own patent self-starters, the method of starting being to set engine at the point of ignition and, with a hand pump provided, a charge is pumped into the cylinder. After cylinder is charged it is cut off by hand lever, and a somewhat greater pressure is pumped into a vessel which is part of the starter. When sufficient pressure is pumped the hand lever is opened, allowing the greater pressure in vessels to come in contact with the engine piston which slowly turns engine over, when the igniter snaps and a charge is ignited. This gives the fly-wheel sufficient momentum when the next charge is drawn in by the engine in the regular way. This method of starting insures against failure to start, as it is not dependent upon an air supply stored by engine when running, and annoyances caused when air is exhausted.

All their engines are fitted with patent electric igniters having both movable and stationary electrodes, mounted in a phosphor bronze flange.

### PACIFIC COAST GRAIN STANDARDS.

The Washington Grain Commission met at Tacoma on September 19 and reestablished last year's grades of grain to govern the inspection for the current crop season. No samples were made up, however, owing to the absence of new grain for the purpose.

Dockage was again discussed by the Commission, as it is annually, but again was laid over without any decision, owing, as the local press reports say, to the difficulty of "securing a machine that would be fair and just to buyer and seller alike."

According to these rules, choice milling wheat (blue stem or club) shall weigh 60 pounds; No. 1, 58 pounds; No. 2, 56 pounds; No. 3, 54 pounds. Wheat that needs cleaning may be inspected as of the grade it would be entitled to if cleaned, with the notation "if properly cleaned" on the certificate.

At Portland, Ore., the grain standard committee

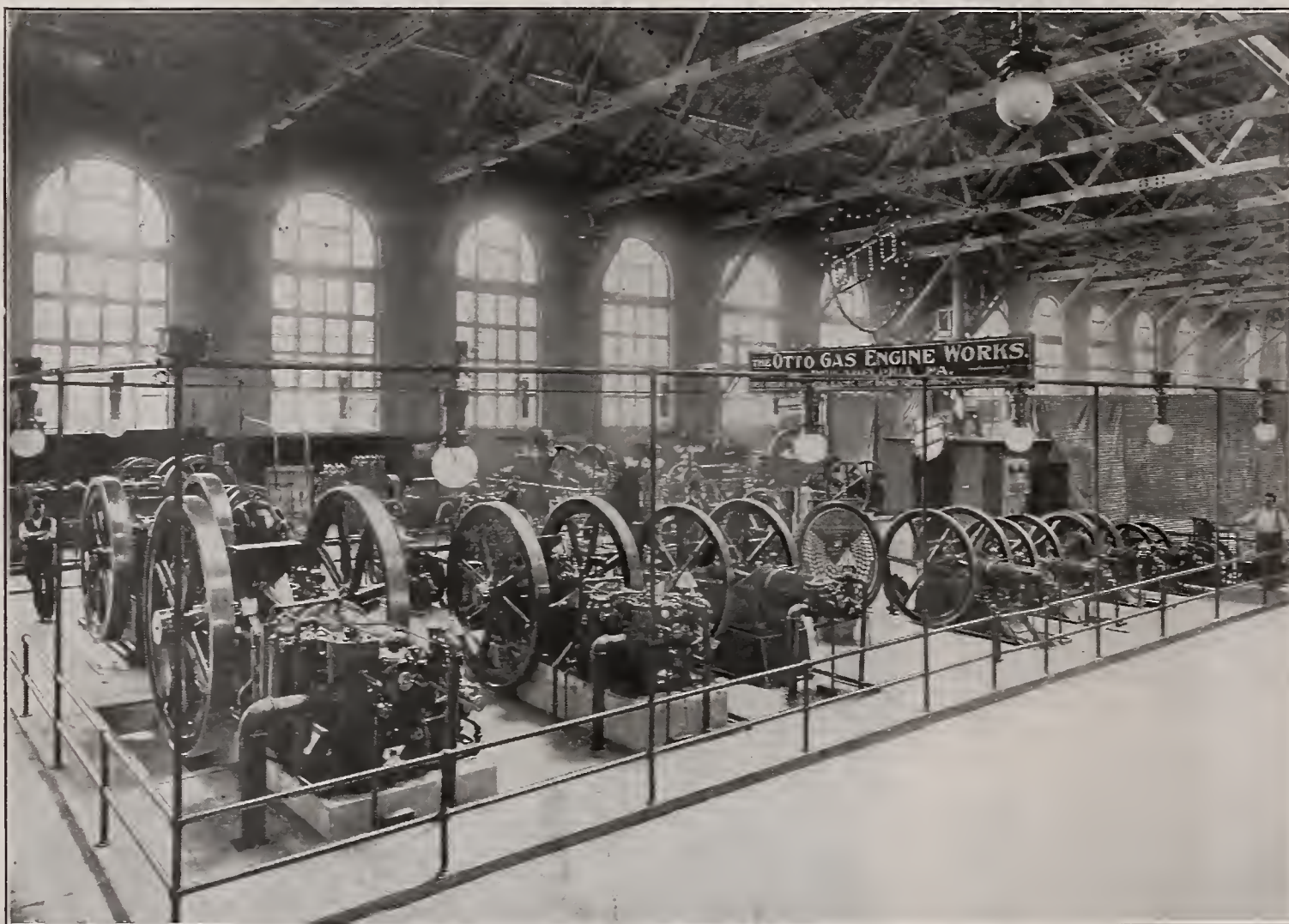


EXHIBIT OF THE OTTO GAS ENGINE COMPANY AT THE LOUISIANA PURCHASE EXPOSITION, ST. LOUIS.

charges taken or fuel consumed according to work done—sometimes called "hit and miss" governing. The regulation of this engine is perfect, variation in voltage not exceeding 2 per cent with engine carrying anywhere from full load down to but a few lights.

The claims made for this engine are, being a single-cylinder type, it requires less attention and is very much simpler in construction than an engine having a multiplication of cylinders in order to get the regulation for electric light purposes. Most users of the gas and gasoline engine look for an engine which does not require constant attention, which condition this single-cylinder, direct-connected type engine fulfills. Besides, with this method of governing, the idle running gas consumption is less than 18 per cent of full load consumption, which is claimed to be decidedly more economical than a so-called throttling governing engine, or one having a multiplication of cylinders, and the engine adapts itself to many situations where the load during many hours at a time is light. Under these conditions the most economical running is obtained.

The two largest types of engines show the latest design for large engine construction, being fitted

They also show one of their portable types of gasoline engines used for all farming purposes; also a hoisting engine which is very compact and has many points of advantage.

The marine type, vertical two-cylinder engine, is of the same construction as many which they have built for submarine boats of this and larger sizes. Two types of pumping engines are shown, vertical and horizontal pump, being directly geared to the engine and making a very compact design. There is also a 10-horsepower engine directly belted to generator.

The display space is very brilliantly lighted by arc and incandescent lamps, which are being run by engines in the exhibit.

They also exhibit a number of awards, gold and silver medals, which they have received. Their engines have been exhibited at all the prominent exhibitions, and they claim the distinction of having over one hundred gold and silver medals and numerous awards and diplomas, leading in the number of awards made over any other piece of machinery that was ever exhibited.

The crop of Kentucky blue grass is large and the prices are said to be the lowest in fifteen years.

of the Chamber of Commerce on September 21 fixed the weights for wheat as last year at 59 pounds for club and 59½ for blue stem.

The Oregonians profess the profoundest contempt for the Washington grading and inspection, as "not recognized by the trade." However, although, when the law was first put in operation, there was considerable opposition on the part of the millers and exporters, who had bought wheat at interior points on their own inspection and naturally objected to paying 75 cents a car for a service which was of no benefit to them, they now make no objection thereto. The farmer or the interior shipper, as is more likely, pays all of the charges in connection with the handling of the grain, and the exporters and millers no longer care very much whether the law is repealed or not. "It will undoubtedly remain on the statute books," says the Oregonian, "until the farmers themselves awake to the fact that it is offering them no advantages whatever in the way of protection against the buyer or in improving the markets." But the Oregonian may have difficulty in convincing the farmer of that fact, however true.

The Washington inspection department, however, as state grain inspection departments are every-



where, is a political machine that is of sufficient importance to "the political system" to insure its perpetuation, whether a benefit to or an incubus on the grain grower and country buyer.

### THE OAT CROP.

Few people have of late years, says Breeder's Gazette, stopped to consider the growing importance of the oat crop. Since the firm establishment of oats in the good graces of the American people as a food for human beings, a very large amount of that crop has been annually consumed as breakfast food; and it is considered unlikely that this grain will ever again fall so low in price as a decade ago.

As a matter of fact, the ground product of the oat plant is one of the most healthful and palatable of cereal foods; and as the use of these foods is increasing yearly at a great rate, it is more than likely that an increasing acreage will follow the harvesting of a heavy crop.

Oats differ from all other cereals in the proportion of husk to kernel. It is admitted, as a sort of general average in every country that there are about 18 pounds of husk or shuck in each bushel of oats and, therefore, when the grain weighs but 32 pounds there are only 14 pounds of nourishment to be obtained from the level measure. If, however, the oats weigh 36 pounds there are 18 pounds of nutriment on hand, and hence the necessity of sowing only heavy oats and doing the utmost possible to grade up the crop from which the seed is to be taken. The opinion of the best judges is that from this time forward it will remunerate farmers well to exercise much care in the growing of oats. The export demand for the rolled product for human food is large and constantly growing, and this is now accounted a most important feature of the trade.

### AS IT IS IN IOWA.

Iowa newspapers of the daily yellow-shocker type are deep in the silly just now; as if the farmers whom they hope to cater to were constitutionally as simple-minded as the press would have us believe. A clever promoter of farmers' companies, located at Chicago, whose agents have for months been more busy organizing co-operative companies than soliciting business from the regular trade, having by a clever coup de main brought the relations of co-operative and individual grain operators to a point where a false lime light could be projected from Chicago into Iowa, the papers of that state have with one accord discovered a "fight between the grain dealers' associations and the farmers' elevator companies which has been waging for years throughout the Middle West and which is rapidly drawing to a climax." In Iowa, the public has been told, "the feud has become so heated that there have been many defections in the association ranks; numerous members have sold out to the elevator companies, and are operating to the detriment of their former associates," and so forth.

Now as to the truth of these statements and many more to the same effect but prepared with infinite variations to the one tune of falsehood, we have secured the following statement from Secretary Wells of the Iowa Grain Dealers' Association, under date October 6:

The resolution adopted by members of the Chicago Board of Trade, September 10, 1904, in regard to "handling all grain from anybody who had grain to sell," etc., was not considered or even mentioned in the order of business that came before the governing board of the Iowa Grain Dealers' Association at their meeting September 13, 1904.

If there is any disruption among the members of this Association, it has not as yet reached this office. We have added about thirty-five members since April 1, 1904, to date, several applications being received recently. The membership of the Iowa Grain Dealers' Association includes individual dealers, line elevator companies, and also farmers' elevator companies; and the work of the Association is conducted along broad lines. We recognize no distinction as between the different classes of dealers named.

The grain dealers of Iowa are certainly paying

farmers as high prices as it is possible to do and provide sufficient profit to pay expense of maintaining equipment and keeping open markets at all times for the convenience of the farmers and the public. I do not believe there is a station in the state of Iowa where the margins of profit have exceeded what would be considered legitimate by the courts.

The officers of the Iowa Grain Dealers' Association would, I am sure, be glad to investigate and consider any case where unreasonable profits have been taken by its members, and any farmer who might thus make complaint to this Association will be given an impartial hearing.

It is not necessary here to go into details of the coup referred to above, the effects of which in Iowa more especially have been greatly magnified both by Chicago and Iowa newspapers; and which has doubtless been kept alive and before the public eye, when interest threatened to lag, by the beneficiaries of the farmers' elevator business—two or three firms who have been actively instrumental in creating that kind of business by taking part in the promotion of co-operative companies. Co-operation is a temporary craze which will ultimately cost its victims money; for however plain and safe its sailing at the moment, he is a poor student of American industries who does not see that beyond the railway companies and those corporations which are but partnerships, operating as corporations to simplify the private financial responsibility

the average Eastern farmer could manage to worry through the winter fairly well. Hay is second to corn in value, and ranks above wheat. Plenty of hay and fodder coming together with a full corn crop, it means a good supply of live animals and provisions and fair prosperity in dairying, notwithstanding high-priced millfeeds.

### DIAMOND GRAIN COMPANY.

The elevator shown in the accompanying engraving is one of eight houses on the Des Moines, Iowa Falls & Northern Railway between Des Moines and Iowa Falls, Iowa, owned and operated by the Diamond Grain Company. It is at Garden City.

It is a crib structure, 24x35 feet in size, the first 50 feet being constructed of 2x6's and the remainder of 2x4's. The capacity of the eleven bins is 28,000 bushels.

The equipment is a 500-bushel Fairbanks Hopper Scale, on the working floor; one elevator leg with 11x7-inch cups, and one dump with divided pit, one part for small grain and the other for corn, with sheller underneath, which has capacity of 300 bushels per hour. On the cupola floor is a corn and oats cleaner of 300 bushels' capacity. The power is a 15-horsepower Otto Gasoline Engine.

The headquarters of the Diamond Grain Company



BUILDINGS OF THE DIAMOND GRAIN CO., AT GARDEN CITY, IOWA.

of the partners (shareholders), co-operation in America is and always has been a signal failure. It is not in accord with the business genius of our people; and companies such as the farmers are now rushing into cannot hope to succeed for long, dependent as they are upon a class of managers whose meager salaries cannot tempt men competent to handle a business of a kind requiring both technical knowledge and sound financial judgment.

### IMPORTANT NOTICE.

Secretary H. G. Miller, of the Nebraska Grain Dealers' Association, has sent out the following notice to the trade:

"In order to avoid any confusion in the minds of the grain dealers throughout the state and receivers at terminal markets, I beg to advise that the new firm which has recently begun business in the Board of Trade Building at Omaha under the name of the Nebraska Grain Association has no connection whatever with the Nebraska Grain Dealers' Association; and further I would ask that any mail intended for the Nebraska Grain Dealers' Association in the future be addressed to H. G. Miller, Secy., Board of Trade Building, Omaha, Neb."

Hay is the backbone of eastern agriculture and a prime factor in prosperity the country over, says the American Cultivator. With nothing but a barn full of hay and other crops out of the reckoning,

are at Des Moines, the officers of the company, Clarence L., John A. and Lamoine Mott, being old residents of that city, who are well known by the grain and milling interests of the state of Iowa. At all of their houses they handle coal and feed in connection with the grain business.

Daniel J. Sully, the one-time cotton bull leader, again is attracting the attention of Wall Street by a campaign for higher prices of cotton, said the Philadelphia Ledger of September 23. "Mr. Sully, though still a bankrupt, is believed to be trading through a house with Wall Street connections, which only recently has become heavily interested in the market. Mr. Sully is not finding the smooth sailing that he did a few months ago, when the price of cotton was forced to an abnormal figure in a fever of speculation such as rarely has been known. To-day Theodore H. Price, the cotton speculator, who is just now the leader of the bear element, came out with an attack on Mr. Sully, contained in a letter which was widely circulated in the financial district. The advance of the past few days, said Mr. Price, is due to the buying on behalf of Mr. Sully and to the gratuitous distribution throughout the South of telegrams advising others to buy. Mr. Sully's speculation of last year is claimed to have resulted in the demoralization of the world's spinning trade and heavy speculative losses to many who followed him, and Mr. Price declares that he will do all within his power to prevent a repetition of such dealings."



**A CAROL FROM THE CORN PIT.**

If the frost keeps off the pumpkin till the fodder's  
in the shock,  
Then the bulls will have no reason all my estimates  
to mock,  
And I'll be the man that's squeezing, not the one  
that gets the squeeze,  
And I'll find a lot of pleasure in each frosty, nip-  
ping breeze.  
O, they led me to the slaughter when I had a lot  
of wheat,  
And in oats they thought their mission was to  
soak me and repeat.  
But I'll be serenely happy and as solid as a rock  
If the frost keeps off the pumpkin till the fodder is  
in shock.

Every telegram from Kansas and Dakota and the  
West  
Sends a sudden, anxious tingle through the heart  
within my breast,  
And I worry and I wonder and I fidget and I fret  
Till I get the cheering message that it hasn't  
frosted yet;  
And I peer out from my window in the pearly hush  
of morn  
Looking for the rime presaging a tremendous jump  
in corn;  
And my ear's a-strain to hear it when good fortune  
comes to knock,  
If the frost keeps off the pumpkin till the fodder's  
in the shock.

If the frost keeps off the pumpkin till the fodder's  
in the shock!  
I keep one eye on the ticker and the other on the  
clock,  
And I tremble at the rumors that the frost is deep  
and wide,  
And I chuckle, all delighted, when the rumor is  
denied.  
Once they did me on a pork deal, but I made it up  
on lard,  
Then they jerked the floor beneath me and they let  
me tumble hard,  
But I'll work an air-tight corner in a certain rail-  
way stock  
If the frost keeps off the pumpkin till the fodder's  
in the shock.

—W. D. N., in Chicago Tribune.

## COMMUNICATED

[We invite correspondence from everyone in any way  
interested in the grain trade on all topics connected  
therewith. We wish to see a general exchange of opinion  
on all subjects which pertain to the interest of the trade  
at large, or any branch of it.]

**HAY CLASSIFICATION COSTLY.**

*Editor American Elevator and Grain Trade:*—  
Any effort you may make to enforce the proper  
classification of hay by the railroads is commend-  
able and a step in the right direction, and if by  
no other process it is possible to enforce proper  
classification, authority should be vested in our  
Interstate Commerce Commission to enforce its  
rules. The present classification, which is said to  
be illegal, takes from our shippers fifty million dol-  
lars yearly; this is a matter worthy the attention  
of Congress, which should support the Interstate  
Commerce Commission in enforcing their decisions.  
Yours truly,  
Pittsburg, Pa. C. A. FOSTER.

**A QUESTION OF LIABILITY.**

*Editor American Elevator and Grain Trade:*—  
Will readers of the "American Elevator and Grain  
Trade," through this department, kindly give us  
their opinions of the liability of buyer and seller  
in the following instance:

A sells B a quantity of grain to be shipped from  
country stations west of Kansas City, subject to  
Kansas City inspection, eastern weights, and for  
mutual convenience in freight matters the price  
is made basis the Mississippi River. B instructs  
A not to bill any of this grain to any point on the  
Mississippi River, but to bill it to New York via  
Chicago, stop at Kansas City for inspection.

When A carefully follows B's shipping instruc-  
tions: First—Who is liable if demurrage occurs at  
Kansas City? Second—Upon whom rests the loss  
from any freight overcharges? Third—Upon the

basis of values, in what market should any off  
grades or any surplus above the quantity con-  
tracted be adjusted?

Very respectfully,  
THE BENNETT COMMISSION CO.  
Topeka, Kan.

**HAY MEN SHOULD GET BUSY.**

*Editor American Elevator and Grain Trade:*—  
There is no question about the advisability of Con-  
gress giving the Interstate Commerce Commission  
power to enforce its decisions. The matter is of  
the utmost importance; and every member of the  
National Hay Association should write his senators  
and representative urging favorable action on this  
matter at the opening of the next session of Con-  
gress. Yours very truly, JOHN L. DEXTER.  
Detroit, Mich.

**GIVE THE COMMISSION POWER.**

*Editor American Elevator and Grain Trade:*—  
As the Interstate Commerce Commission has de-  
clared the present classification on hay illegal, and  
railroads have refused to return hay to its old  
classification, we think Congress should give the  
Interstate Commerce Commission the power to en-  
force its decision on this, as well as all other ques-  
tions; and we think some action should be taken  
at once.

Yours very truly, E. B. HODGES & CO.  
Norfolk, Va.

**"HONORS" SHOULD BE "EASY."**

*Editor American Elevator and Grain Trade:*—  
In our opinion the railroad companies should pay  
for the detention of cars beyond a stated term  
and also if they neglect to furnish cars to shippers  
within a stated term.

We are not in a position to state whether this  
reform could be better brought about by agreement  
with the railroads or by state legislation, but think  
that state legislation is the only way; still, the  
former is the better way, if practicable.

Yours respectfully, BAD AXE GRAIN CO.,  
Bad Axe, Mich. Per Fred W. Kinde.

**THE HAY CLASSIFICATION.**

*Editor American Elevator and Grain Trade:*—  
We certainly think that something should be done  
by which the railroads could be forced to ship hay  
on the old classification. The only way that it can  
be done is by special act of Congress giving the  
Interstate Commerce Commission power to enforce  
this decision on hay and other goods. We expect  
to write our congressman a letter on this line, and  
hope by united effort of the hay and grain dealers  
throughout the country—that and their influence—  
that we can get the rate reduced.

Yours truly, C. R. BAIRD & CO.  
Chattanooga, Tenn.

**RECIPROCAL DEMURRAGE A FAIR PROPO-  
SITION.**

*Editor American Elevator and Grain Trade:*—  
In our opinion the expression, "It is a poor rule  
that won't work both ways" should be applied to  
car service, or demurrage, rules. Broadly stated,  
our position is that the same rules of equity that  
govern between one business firm and another busi-  
ness firm should also govern the dealings of the  
railroads with the shipping public.

It is not only right and fair, but also to the in-  
terest of the shipping public, that the railroads  
should charge a reasonable sum for the detention  
of cars after allowing a reasonable time for the  
loading or unloading of same. This being true, then  
it is but fair and equitable that the railroads, if  
they fail to give prompt service, or unreasonably  
detain cars, should pay to the shipper or consignee  
the same amount per day per car as they exact  
from shippers or consignees for the detention of  
cars. If the transportation companies are thus  
obligated, the operating managers of the railroads  
will see to it that the trainmen and switching  
crews will move and switch freight more promptly,  
as a matter of economy.

We believe that reciprocal demurrage is a good  
thing, and that an attempt should first be made to

bring it about by agreement with the railroads,  
rather than by state legislation; but in the event  
that the railroad managers will not meet the ship-  
ping public in a fair spirit, on a broad and equit-  
able reciprocal demurrage platform, then an effort  
should be made to obtain state legislation along  
conservative lines, that will not be unduly oppres-  
sive to the railroads' interests, but will be fair alike  
to the railroads and the shipping public.

Yours truly, EARLY & DANIEL.  
Cincinnati, Ohio.

**ARE AT WORK NOW.**

*Editor American Elevator and Grain Trade:*—  
In our judgment it is a farce for the Interstate  
Commerce Commission to be authorized to make  
rules governing interstate transportation and at  
the same time have no authority to enforce these  
laws and rules. We have written our represent-  
ative at Washington, the Hon. M. E. Olmsted,  
who promises to give this matter favorable con-  
sideration when it is properly presented to Con-  
gress. We hope the effort to give the Commission  
the desired authority will be successful.

Yours very truly,  
Harrisburg, Pa. JAMES W. BARKER, Mgr.

**CONDITIONS IMPROVED IN THE HAY  
TRADE.**

*Editor American Elevator and Grain Trade:*—  
We are strongly of the opinion that Congress should  
enact laws to strengthen the hands of the Inter-  
state Commerce Commission and give them full  
power to enforce their decrees.

The hay trade of this country has been treated  
entirely too lightly by the railroads in the past;  
but we are happy to note that this feeling is grad-  
ually being removed through the efforts of the  
National Hay Association and other agencies. We  
are, Respectfully yours,

DANIEL McCaffrey's Sons Co.  
Pittsburg, Pa.

**SOMETHING DOING IN IOWA.**

*Editor American Elevator and Grain Trade:*—  
The Chicago Grain and Elevator Co. has discon-  
tinued its private-wire offices at Iowa City, Musca-  
tine, Davenport and Geneseo, Ill., but will retain  
its Des Moines office.

The Donovan Commission Co. of St. Louis has  
taken the office at Geneseo, Ill., formerly operated  
by the Chicago Grain and Elevator Co. and will  
retain Mr. Coe as manager. Mr. Prince has taken  
the office at Davenport formerly operated by the  
Chicago Grain and Elevator Company and retains  
E. C. Graves as manager.

It is said that the Chicago Commission Co. will  
shortly open a private-wire office in Iowa City.

Fred Faulkner, Cedar Rapids, Iowa, was confined  
to his home through an injury to his leg received  
at Muscatine while closing up the office of the  
Chicago Grain and Elevator Co.

Yours truly, Z.  
Cedar Rapids, Iowa.

**EVENLY-BALANCED JUSTICE IN BUSINESS.**

*Editor American Elevator and Grain Trade:*—  
In commercial affairs, the evenly-balanced scale of  
exact justice is the principle which guarantees  
"value received" for everything. That the same  
measure for measure should be observed between  
transportation interests—which are a part of the  
business community—and the other branch, the  
merchants, does not admit of argument, notwith-  
standing it is seldom an accomplished fact.

The unreasonable detention of merchandise in  
transit or delay in furnishing cars to load are,  
from any standpoint, matters of more serious im-  
portance to the owner of the property than the  
delay in loading or unloading cars is to the trans-  
portation lines. Admitting that detention of cars  
by the shipper or receiver may result in loss of  
traffic to the carrier, it is incomparable with the  
actual loss inflicted upon the owner of the prop-  
erty when deprived of his goods, or denied the ad-  
vantages of existing markets, and, perhaps, required  
to pay a forfeit because of unfilled contracts.

The car service charge of \$1 per car per day



does not compensate the railroad company for the use of the car, and is intended to force the prompt release of the cars. Simple justice demands that there should also be a similar incentive to cause promptness on the part of the carriers; and the suggestion of reciprocal demurrage seems so fair that the transportation lines should accept it rather than drive commercial interests to demand something more drastic.

Sentiment in favor of some equitable arrangement between the carriers and the owners of the property in regard to the handling of cars has become so general that it now seems only a question of the best method of establishing such an arrangement. Whether by an agreement between all interested or by legislation depends entirely upon the carriers.

Yours very truly, CHARLES ENGLAND.  
Baltimore, Md.

#### SOME NEWS FROM UTAH.

*Editor American Elevator and Grain Trade:*—The Utah wheat crop is good this year, both in quality and quantity. As Colorado and California are consumers of our surplus, both states are now active buyers. Most of our brewing barley also goes to Eastern brewers.

The Vogeler Seed & Produce Co. of Salt Lake City is building a three-story brick and stone warehouse that is 60x125 feet in size. It will be equipped with modern machinery for handling grain and alfalfa seed.

Anderson & Hanson recently bought the hay and grain business of the Salt Lake Commission Co.

The Salt Lake Grain, Flour and Produce Exchange is a flourishing organization with nearly 60 members, representative business men of the state. Through its influence, much contention that formerly arose between shippers and receivers has been abolished.

Yours truly, V.  
Salt Lake City, Utah.

#### A RECEIVER'S VIEW.

*Editor American Elevator and Grain Trade:*—As receivers, the matter of freight rates does not naturally interest us, as our goods are all bought and sold delivered in Eastern markets.

We are, however, in favor of rules and regulations which will compel the railroad companies to give our business what it is entitled to. If the present classification of hay is illegal and has been so decided by the Interstate Commerce Commission, it is the duty of Congress to give the Commission power to enforce its decisions.

The worst feature of the railroad business with which we have to contend at this end of the line is the demurrage question, whereby the railroad companies charge demurrage under all circumstances but make no allowance whatever for outrageous delays on their own part. What is needed is an Interstate Commerce Commission with power to act on such questions and to enforce their decisions whether they suit the railroad companies or not.

Yours truly, L. J. LOGAN & CO.  
Philadelphia, Pa.

#### A DEFENSE OF THE HAY CLASSIFICATION.

*Editor American Elevator and Grain Trade:*—We have hitherto refrained from speaking for publication upon the question of the hay classification for the reason that our opinions on the subject are somewhat at variance with those of most of the dealers.

While it is undoubtedly somewhat burdensome to have to pay fifth-class rate on hay, yet we are inclined to think that in the present state of traffic the railroads are, perhaps, justified in exacting what they do. Anyway, in our opinion it would work to the disadvantage of the individual shipper at the present time if the classification were changed, for the reason that the supply of cars in all sections is generally short at this time of the year. It is hard work to get cars for hay even now; and if the classification were reduced, we simply would not get any at all.

For this reason we believe it is a mistake to

advocate any change in the classification at the present time.

Yours truly,

FERRIN BROTHERS COMPANY.

Detroit, Mich.

#### COMMERCE COMMISSION SHOULD HAVE POWER.

*Editor American Elevator and Grain Trade:*—In regard to the injustice, so called, of the present hay classification, I must confess, as a large shipper, considering both sides of the question, that I can see no good reason why hay should be put back in sixth class. I believe as fifth class it is a no-better-paying freight than the average commodities, regarding other shipping business.

The railroads do us a great injustice, and the Interstate Commerce Commission should be clothed with authority and power to enforce all decisions rendered in their favor. I heartily endorse the good work being done by the National Hay Association.

Yours truly, W. L. MITCHELL & CO.  
Union City, Pa.

#### RECIPROCAL DEMURRAGE JUST.

*Editor American Elevator and Grain Trade:*—Relative to reciprocal demurrage, I beg to say that in my opinion it is right and the only equitable solution of the unjust, one-sided practice now inflicted upon the shipping public. I have carefully read the interesting communications found in your columns, and have also investigated the subject from every other possible source, and can truly say that I have never yet seen any legitimate argument against it.

One or two say that it would inflict a burden upon the railroad companies. I fail to see the consistency of this suggestion. I fail to understand why railroad corporations should not be required to provide sufficient equipment for handling all shipments promptly. People engaged in any other line of business must have ample facilities if they hope to succeed. The owners of country elevators must have facilities for handling what comes to them during the busy season, even though perhaps nine months of the year these facilities are thrice as large as necessary. The general merchant must furnish ample space for his largest stock and clerks sufficient to wait upon the largest crowds if he hopes to hold his trade. Is a railroad corporation any better than an individual? Let the reader answer.

Railroad people will tell you that the present demurrage rules were made effective simply to insure promptness and dispatch in the handling of all shipments. This is not true; and to disprove it every experienced shipper, as well as hundreds of receivers, can point to enough cases which they have known where grain that had been billed out stood on sidetracks at point of origin or en route for days and sometimes weeks, and almost invariably at severe loss to the shipper. And as a further evidence that some determined action is necessary in order that some recognition may be given the shipper, allow us to relate one incident which occurred in Topeka and to which our attention was called:

A car of wheat arrived in Topeka damp. A written "rush order" stating its condition was delivered to the railroad agent, instructing him to set the car to an elevator immediately. Notwithstanding these instructions and subsequent frequent requests for quick action, the car was not switched for twelve days, at which time it reached the elevator "hot" and the wheat had to be dug out of the car with shovels. It was handled several times, the extra handling requiring extra time, and when the car was reloaded \$1 demurrage was assessed against it. The wheat then sold by 9 cents less than it was worth on its arrival in Topeka. A loss and damage claim was presented to the railway company, and very promptly declined, the freight claim agent excusing the delay merely by saying that their switch engine was busy.

Reciprocal demurrage would have prevented this delay and avoided the loss resulting from it. How-

ever, reciprocal demurrage is not enough. Justice to the shipping public demands that the railroad companies not only furnish cars, but move them promptly; and I heartily favor and shall faithfully work for legislation to this end, for I do not believe that this matter can be adjusted by mutual agreement.

Past history shows that railroad corporations generally do no more for the shipping public than the laws require. The proposed "Uniform Bill of Lading" is a fair sample. After a careful study of the laws of various states relative to this matter, I favor the one passed by the Texas Legislature. It is fair; it is equitable; it was framed and passed by and for the people. It has stood the test of the courts and the railroads of that state respect it.

Very truly yours, A. H. BENNETT.  
Topeka, Kan.

#### DIFFERENTIALS HEARINGS.

Hearings by the Interstate Commerce Commission in the grain rate controversy over freight differentials, in which Philadelphia, Baltimore and New York are interested, will be resumed in Philadelphia on or about October 17.

There is more or less disappointment among the commercial organizations of both Philadelphia and Baltimore that the matter was not settled long ago. It is not probable now that the Commission will render a decision until such of the grain as may this season be shipped to tidewater ports for export will have been handled with the freight advantages divided between the interests. Hence roads entering Philadelphia and Baltimore may lose business in export grain which they say rightfully belongs to them, New York and Boston reaping the benefit.

Other hearings by the Commission of cases involving grain shipments will be as follows:

At Chicago, October 10, involving the question of the transportation of freight by common carriers in cars not owned by the carriers.

At Detroit, October 13, the case of Gallogly & Fierstine against the Cincinnati, Hamilton & Dayton Railway, involving alleged discrimination in favor of competitors in furnishing cars at Leipsic, Ohio, for grain shipment.

At St. Louis, October 14, the case of Edward H. Young against the Louisville & Nashville Railroad, involving the charge of unreasonable rates on rye from East St. Louis, Ill., to Owensboro, Ky., as compared with rates on wheat and corn; and also the case of I. M. Wells against the Atchison, Topeka & Santa Fe Railway, involving alleged unreasonable rates on oats and rye from Wyaconda, Mo., to Chicago, Ill. The complaint of the St. Louis Hay & Grain Company against the Mobile & Ohio Railroad and others, alleging unreasonable rates on hay from St. Louis, Mo., to points in states south of Kentucky and Virginia and east of the Mississippi River, also will be heard at this time.

The Central Grain Trade Association, a new organization with headquarters at Wichita, Kan. whose purpose is to secure reform of grain freight conditions as they affect shippers of that state, had filed a complaint with the Interstate Commerce Commission against the Atchison, Topeka & Santa Fe and the Chicago, Rock Island & Pacific railroads, alleging unjust and discriminative rates on export shipments of grain. The complaint charges that the shipments are being manipulated at Fort Worth, Gainesville, Galveston and other Texas points in a way that gives great advantage to the complainants' competitors. Violation of the long and short haul clause of the interstate commerce act also is alleged.

Commenting on this complaint, a correspondent at Austin, Texas, says: "These charges are no new matter. It has long been understood in Texas that there is manipulation and the railroad commission has tried on sundry occasions to get at the matter, but as it was interstate traffic its hands were tied. The Interstate Commerce Commission will have the hearty co-operation of the Texas commission if it decides to take up the matter."

The Co-operative Milk Producers' Union of Boston want to raise the price of milk on account of high prices of feed.



## INDIAN CORN INSPECTION IN ARGENTINA.

[Extracts from Report 75, U. S. Dept. of Agriculture, on "Indian Corn in Argentina: Production and Export," by Frank W. Bicknell, special agent.]

There is no government inspection of corn in Argentina, for export or for any other purpose. The Argentina Department of Agriculture has studied the subject, and shippers, shipowners, and grain associations have been consulted, but nothing has come of it beyond the resolve to create a commission to look into the matter when the funds for such purpose can be spared. Grain exporters have not taken kindly to the idea. They do not want any government interference with their business. Those who are taking the necessary precautions and shipping nothing but grain they know will go through without loss do not require any inspection. Those who are in a speculative trade, taking chances on buying poor grain at a low price, hoping to make a large profit if it arrives in fair condition, do not want the government to injure their business by inspecting and grading this corn for what it appears to be before exportation. Often they lose heavily on these speculative cargoes, but the profit is so great if they succeed in getting them across without further damage that they will take long risks. Cargoes arriving in bad condition often recover and are sold at better prices than the arbitration allowances. It is quite difficult, as the Argentine government officials have found, to get the results of experience that has cost shippers thousands of dollars to acquire. They prefer to go on quietly making use of it themselves, leaving others to learn in the same way they did. But during a year's time the writer found many opportunities to learn and observe the methods employed by the most successful and conservative shippers of corn from Argentine ports to England and the Continent. They were quite willing to answer questions, and were kind enough to afford means for personal inspection of the details of their shipping arrangements.

The only grain inspection system in Argentina that is accepted in Europe and England is that established and conducted by an Englishman who served formerly as the English government inspector of hay, bran, etc., bought in Argentina for the army in South Africa. This gentleman inspects all kinds of grain and hay for foreign buyers, and owing to his long experience in Europe, the United States, Australia and Argentina, and to his conservative and thorough policy, his certificates are accepted, and cargoes passed by him have so far arrived in good condition. Offices are maintained in the principal ports of export, and inspectors are sent to other ports and to inland stations to receive grain and hay. Another inspection is made of grain and hay received in country stations before it is loaded on shipboard, because of the danger of damage, especially to hay, en route from the country stations to the seaboard. The prices charged for corn inspection range from 1 to 3 cents per bushel, according to the port or place of inspection and the amount of work required. When this system is not employed grain is sold from Argentina to Europe on "rye" or "tale quale" terms.

There is little grading of corn in Argentina for export, except such as is done by individuals. Corn that is suitable for export is known as "export type," being generally the small-grained, hard yellow or white, and dry and sound. Beyond these general requirements there is no common standard in the Argentine markets. Every buyer fixes his own standard according to his own ideas to fit the market in which he expects to sell. Corn is usually shipped under the denomination, "fair average quality at time and place of shipment, shipped in good order and condition." If the grain is exceptionally good, it is designated as "price quality." In all cases it must be sound, clean, and dry enough, in the opinion of the inspector, to stand the voyage and arrive at destination in good order.

In the local markets there are three regular grades of the two principal kinds of corn known to commerce. Both "Maize Morocho," or white

corn, and "Maize Amarillo," or yellow corn, are graded as follows: (1) Good to superior; (2) inferior to ordinary; (3) exportation type.

The chief care of the shipper of corn from Argentina is to secure dryness, and that vital quality is harder to obtain than any other. It is not too much to say that three-fourths of the losses on Argentine corn going to Europe have been due to the dampness of the grain before it left the River Plate. The shipper has a constant fight to avoid receiving corn that is full of moisture; to keep it dry after he has received it; to get it on board ship in the same condition; and then to get the ship out of the River Plate before the cargo has absorbed much of the humidity that prevails there during the greater part of the shipping season. If the ship in which corn is loaded gets away within fifteen or twenty days after she begins to load, and the loading has been done with dry grain in dry weather, and the hatches of the ship are securely battened down and, as nearly as possible, hermetically sealed during the entire voyage, the general opinion among the most successful shippers now is that there is practically no danger of damage to the cargo during the voyage. They have largely abandoned the ventilation theory.

But many difficulties arise to prevent sending away corn under these favorable conditions. First, there is the faulty cultivation and harvesting, already referred to. Owing to these causes corn is slower to ripen and dry in the field than it should be and the inability of the farmers to get help for the gathering prevents them from husking their corn before the rains of June, July and August have soaked it. The exception to this is the early corn that is gathered and marketed too soon. A comparatively dry winter is of great advantage to all who are interested in corn, but it is the exception. Of course there is no snow.

Shippers of corn usually send inspectors to the country stations to examine the quality of grain offered. This is done with a long tube, or spear, the same kind that is used for testing wheat. It is thrust into the bag, bringing out a section of the contents and showing its quality all the way through. This testing is done as the bags are being carried from the pile to the railway car, and it may be done again in the port. It requires considerable exertion and the sense of touch of the inspector is likely to become dulled after a time, especially if the condition of the corn varies much and a large proportion has to be rejected for dampness. Inspection is also often made in the "troja," or crib, before the corn is shelled, as the dryness of the cobs plays a very important factor in the dryness of the grain after shelling and it is easier to make sure about it in advance. The cobs being dry and shelling being done in dry weather, the maximum of security is obtained; but dry weather is not always to be had when machines are available. Every effort is made to get the corn on board ship as soon as possible after it shelled, but the country roads are generally bad at this season of the year, there is difficulty in getting cars, and often delay occurs in the port while the ship waits for her berth to load. All this time the corn is absorbing moisture more or less. A few shippers have tried to minimize the bad effects of this system by cleaning and drying the corn to some extent before shipping. The shelling machines in use remove the dirt very well, unless the corn is wet when shelled; but a great amount of "fluff," or chaff, is left with it, and this helps to create heat on board ship. Aside from this, Argentine corn comes to market fairly clean and not many complaints are heard on this score. Still, it is generally agreed among those who are well informed that it would be very much better if corn could be put through a cleaner or elevator for the removal of dirt, dust and chaff that comes out easily within a few days after shelling.

In Rosario two leading grain houses clean corn before shipping, chiefly to take out the "fluff," which they say contributes very much to the chance of heating on the voyage. One firm has leased an elevator at a low rental and uses no heat. They get an astonishing amount of chaff and

small pieces of cob out of the corn—almost enough to furnish fuel for the engine that runs the elevator. This is one of the most conservative English firms, and is very careful not to buy corn on which there is a risk. They shipped many thousands of tons last year and not a single cargo went wrong.

Another house that does a very large business has put in an apparatus to dry as we clean the corn. It is heated by hot air, and then passed through dry, cool air to take out the heat. But this is not altogether a success, because a certain amount of heat remains in the grain as it goes on board. It would not pay either of these firms to put corn through elevators at the current charges, they say, and no others do it. There is no kiln-drying. The cost of fuel would prevent it, if nothing else did.

The most perplexing uncertainty exists in regard to the shipment of corn. It may appear to be dry, and yet not be. Sometimes when it is not it stands the voyage with but little harm. Heating and fermentation are produced by different causes and may be chargeable to qualities of the grain or to surrounding conditions. The line is not always honestly or intelligently drawn between harmless sweating and injurious fermentation. Complaints are made of the decisions of the arbitrators in Europe and England, that they have not so distinguished, and that cargoes have been sacrificed at much greater loss than the true conditions warranted. It has been suggested that arbitrators should be supplied with samples, and should establish a standard distinguishing between corn that is really damaged and that which has only been discolored by the heating of the oil in the grain without damage to the starch therein. Isolated bags of bad corn may get in among many which are in good condition and cause great damage in spots. The imperfect formation of starch in corn in backward seasons, which can only be determined by chemical analysis, is another cause contributing to fermentation on the voyage. All these conditions have increased the reluctance of the Argentine Department of Agriculture to undertake to inspect and certify to the character of corn or other grain without having a thorough scientific study of the conditions made, with sufficient careful experimentation to remove all doubts.

## CROP PEST REGULATIONS.

The Louisiana Crop Pest Commission, created to prevent the introduction of the boll weevil and other pests into that state from other states, at the urgency of Secretary Fred Muller of the New Orleans Board of Trade, has amended its rules and regulations to read as follows in respect to handling grain:

That carload shipments of grain for export may be transferred to holds of vessels through the medium of elevators.

The original law required that carload shipments for export should be transferred direct from cars to vessel holds, but this was impossible, as the transfer must be through the regular elevators. The modification of the rule is expected to open New Orleans for the exportation of Texas grain.

For the first time during the year, a charter was made on September 18, at Portland, Ore., to take wheat and flour to South Africa. The shipment will be about 3,140 tons, at a private rate.

"What shall I pay farmer for seed?" is what many shippers ask. Our answer is, watch the sales of low grades red clover, alsike and timothy, as reported every day. A range is given on No. 2, No. 3, rejected and n. e. g., and if shippers will buy the different grades on the basis of the lowest of the range on each grade, deducting freight and other charges and their margins, they ought to come out all right. We like to see shippers make money on what seed they handle and will do our very best on what is shipped us.—Zahm & Co.



## THE UNIFORM BILL OF LADING AS A NEGOTIABLE INSTRUMENT.

[A paper by J. W. Sale of Bluffton, Ind., read at the recent annual meeting of the Indiana Bankers' Association, held at Indianapolis.]

As from time to time commercial necessity requires change in many things, so it is essential that financial institutions should keep pace with progress made in other lines; in fact, banks and banking institutions should, and often do, pioneer the way in reform when new conditions require changes in business methods. The shipping and banking interests of the country are so closely allied as to make them inseparable. Radical changes in methods of one must affect the other.

Just at this time the railroad interests of the territory lying east of the Mississippi and north of the Ohio and Potomac rivers, comprising what is known as official classification territory, are seeking to adopt a new form of receipt for freight, which they style the "Uniform Bill of Lading." It is the mission of this paper to discuss from the bankers' standpoint the effect of the new form in its use as collateral for advances made on shipments.

The use of bills of lading as collateral is of comparatively recent introduction, but so general has that use become in the last few years that to-day practically all flour, grain, grain products, hay and farm produce, with no inconsiderable amount of lumber and manufactured articles, are moved on what are called "order bills of lading" used as collateral, or discounts, when attached to drafts on the purchaser. A conservative estimate of the money advanced upon such bills of lading places the amount at not less than two billion dollars annually; and further, that at least 60 per cent of this vast traffic originates in the territory I have mentioned. If this be true, the subject is worthy of our careful study, for we have large interests at stake, and it behooves the financial institutions of the country to vigorously protest against any innovations that jeopardize the value or legal standing of these important papers.

The oldest and simplest form of bill of lading is that for transportation by water, being a mere receipt for the goods from the shipper, the perils of navigation being provided for by marine insurance. The form in which the bankers are directly interested is that used in connection with the shipment of commodities by rail. The standard form which has been in use for many years contains eleven provisions limiting the liability of the carrier for damage by floods, leakage, breakage, weather, loss in weight; releases it from liability for delays from any cause, from loss or damage on interchanged traffic with other carriers unless such loss occurs on its own line; gives it the right to store freight at shipper's expense under certain conditions, etc.

These provisions were undoubtedly intended, at the time of their adoption by the railroads, to release the carriers from other responsibility than the mere transportation of the goods from one point to another. But the courts, in construing this form and its provisions, have so often decided that under the common law they are liable for damages under certain conditions that railroads have long since ceased to contest claims properly presented, even where they were in direct conflict with the provisions mentioned. Elliot on the "Law of Railroads" (an eminent authority) says: "It is frequently stated in general terms that a common carrier may by contract limit its common law liability as an insurer, but the contract must be reasonable and have some consideration to support it. The carrier has no right to force such a contract upon the shipper, and the latter must usually have the option of having his goods carried without any such restriction at a higher rate of freight proportionate to the risk." On the other hand, it is well established by decisions in the United States courts that the common carrier may limit his liability by a special contract signed by the shipper, and these are the two essential points of difference

between the present form and the new one proposed to be adopted January 1, 1905.

The uniform bill of lading contains the same provisions identically, with the exception of one paragraph relating to shipments jointly by rail and water carriers, which is unimportant in discussing this question. In the use of the old form the bill of lading has been signed by the agent only, as a mere evidence of the receipt for the commodity and usually the rate of freight at which it is to be carried. About the year 1870 what are termed as "order" bills of lading came into use, by means of which the shipper retains ownership of the property until such advances as he may desire, either in part or entire payment for his shipment, may be paid by the consignee or purchaser. The carrier agrees to protect the shipper in his ownership until such time as he is willing to release the property, by providing in condition No. 9 for the delivery of the property to consignee ONLY upon presentation of the original bill of lading properly endorsed. And this is the document that has come into such general use as a quasi-negotiable instrument between the shipper and banker, it being the almost universal practice in all parts of the country for the shipper to assign the order bill of lading to his banker, attached to a draft on the con-



J. W. SALE, BLUFFTON, IND.

signee, and receive credit, either at par or a fractional discount, it being the practice among banks to receive such drafts as cash items, instead of taxing them for collection to be credited to the customer when paid.

It may be true that the banker looks to his customer for his security rather than the instrument in most cases; nevertheless he constantly assumes a liability for which he receives little or no compensation, as I shall endeavor to show a little later.

In addition to these eleven conditions (which were intended to take from the shipper his common law rights), it has the following additional requirements. I give the exact wording:

"Unless otherwise provided in the classification, property will be carried at the tariff rates, if shipped subject to the conditions of the uniform bill of lading. If the shipper elects not to accept the said tariff rates and conditions, he should so notify the agent of the receiving carrier at the time his property is offered for shipment; and if he does not give such notice, it will be understood that he desires his property carried subject to the uniform bill of lading conditions, in order to secure the reduced class rates thereon. Property carried not subject to the conditions of the uniform bill of lading will be at the carrier's liability, limited only as provided by the common law and by laws of the United States and of the several states, in so far as they apply. Property thus carried will be charged 20 per cent higher (subject to a minimum

increase of one cent per one hundred pounds) than if shipped subject to the conditions of the uniform bill of lading, and the cost of marine insurance will be added over any part of the route that may be by water."

Two other new features are to be mentioned. They are these:

First—The shipper is required to sign the original bill with the agent, thus making it under the law a special contract.

Second—It is required that the words, "Not Negotiable," shall be printed across the face of the original.

With this introduction we are ready to consider the new form as it affects bankers.

With the "straight" bill of lading (that is, where the goods are billed directly to consignee), we have no concern except that no banker should discount a draft with a straight bill of lading attached, for the reason that it opens the door to fraud on the part of the shipper, who has it within his power to reconsign or divert the property while in transit. He can have but one purpose in attaching the straight bill of lading to his draft, which is to furnish the buyer of the goods with evidence of the shipment when the draft is presented to him for payment. The drawer can secure the goods without the bill of lading if the shipment is not arrested by the shipper, and is indifferent, so far as securing possession of the goods is concerned, whether he pay the draft at all; and the straight bill, therefore, has no collateral or assignable value whatever. Our interest lies chiefly with the order bill of lading, which by assignment transfers the property represented by it to the bank as bona fide owner, and even more, according to at least two court decisions, whereby the initial bank was held to be responsible, not simply for the amount it had advanced on order bills of lading, but for the quantity and quality of goods contracted for by the maker of the draft.

The first was the case of *Landa vs. Lattin*, in which a consignor of wheat delivered to a bank a bill of lading, with draft drawn upon his consignee attached. The bank cashed the draft and paid the consignor. The consignor had contracted to furnish sound wheat, but the wheat was of inferior quality. The Court of Civil Appeals of Texas affirmed the judgment of the District Court and held, "That the bank purchasing the bill of lading became the owner of the wheat, and was responsible to the consignee for the failure of the consignor to furnish sound wheat." The court in discussing this case said: "The assignment of the bill of lading operated as a symbolical delivery of the property covered by it; and when the bank took an assignment of the draft and bill of lading, whether as an absolute purchase or as collateral security, it became vested with the title of the property."

The second case I call your attention to is that of the *American National Bank of Kansas City vs. Henderson et al.* Henderson et al. attempted to secure a writ of attachment on a car of corn shipped by a Kansas City merchant to the Troy Grocery Co. of Troy, Ala., making draft on them for the value of the car in the usual way, with bill of lading attached. The draft was discounted by the Kansas City bank. When the writ of attachment was levied on the car as the property of the consignor, the Kansas City bank interposed a claim to the corn, and a trial of the right of property was instituted for the corn so levied upon. The bank was beaten in the lower court; appealed the case to the Alabama Supreme Court, and secured a reversal of the decision. The court found that, "The indorsement of a bill of lading on the discount of a draft drawn by the consignor of the goods represented by the bill of lading for the purchase price of such goods, operated to pass to the transferee a special title to the goods, as against the consignor and his creditors, defeasible only on acceptance and payment of the draft by the consignee." The Supreme Court in defense of its finding said in part: "The indorsement and delivery to the claimant of the bill of lading, upon its discount of the draft to which it was attached, was a transfer to it of



the title to the corn in transitu, as effectually as if the corn itself had been delivered."

The doctrine of these two cases has also been affirmed in a similar case in North Carolina. So far as I am able to learn, the merits of these decisions have not been before the United States courts, but we have no right to presume that they are not founded on law on that account. If they are, the banker may well hesitate at taking the risk he does when he discounts his customers' drafts for a paltry eighth or quarter of one per cent; for he is interested in every provision or restriction of the order bill of lading; in its reliability as a symbol of the property it represents; in the manner in which it is made; and in its surrender to the carrier at destination. It is essential to his protection that it be as far as its character will permit a negotiable instrument.

Railroad authorities should be urged to safeguard the issuance of bills of lading by their agents, by requiring them to write them in ink on prescribed blanks and sign them with pen instead of rubber stamp; to take their proper responsibility for over-receipting or receipting for goods before actual delivery, thus in a measure at least preventing the possibility of the gigantic forgeries that were perpetrated by W. H. Harroun of St. Joseph, Mo., within the last few days, resulting in a loss to banks and others of several hundred thousand dollars. Railroads also should assume their common law liability against the eleven printed provisions already mentioned without ruling the shipper, or bona fide owner, out of court by requiring the shipper to sign the bill of lading, thus making the instrument a special contract. A protest should be made by all interested against their proposed action to advance the rate of freight 20 per cent if the shipper does not choose to waive all his rights at law, thereby compelling him to accept the provisions of the new form as effectively as though he had signed it.

The possibility of frauds at destination, occasioned by the practice in some localities of allowing the consignee to retain order bills of lading in his possession and delivering the goods on his written order, or some other method equally reprehensible, should be prohibited by Congress with reference to interstate commerce and by state legislatures for local shipments. Numerous instances are on record, more particularly in the East, where banks have been defrauded in large amounts by accepting order bills of lading as collateral, in cases where the carrier had not required the surrender of the original documents, which had been held and hypothecated by the consignees.

At this time there is a bill before Congress (Senate Bill No. 3543), which requires that order bills of lading be surrendered to the carrier before delivery of the property. It also permits the carrier at its option to deliver any property not consigned to order, without requiring the production or surrender of the bill of lading, or receipt. This is much-needed legislation, and it would seem wise that the bankers of the country should join hands with the railroads and insist on its speedy enactment; and then there will be no necessity for defining the uniform bill of lading a "non-negotiable" instrument. The railroads have explained to the public that the only occasion for printing the words "Not Negotiable" in bold black letters across the face of the form is to defeat the laws of certain states, notably Pennsylvania and New York, which require the surrender of all forms of bills of lading and receipts before the delivery of goods to the consignee.

The law of Pennsylvania is drastic and obsolete in practice, because it is impossible of execution; nevertheless a penalty of \$1,000 and state imprisonment stares the carrier in the face for every car, barrel or box it delivers without taking up the original receipt. The carrier deserves, and should have, speedy relief from this ancient state law of 1866; but unjust as it is, it should not operate to invalidate, or make any less secure as collateral, the particular form of order bills of lading which represents so much in money value and is indispensable to the vast business interests of the coun-

try in the distribution of its commodities from one section to another over the railroads. It would seem but wisdom, therefore, that the banker should refuse to discount order bills of lading containing the words "Not Negotiable."

Another important reason why they should be refused is that Eastern commercial bodies are declaring against them. The Pittsburg Grain Exchange has recently passed a resolution binding its members to refuse all drafts with the uniform bill of lading attached. The Baltimore Chamber of Commerce has also passed resolutions recommending to shippers that they refuse to accept the new form. Other organizations are likely to decide against accepting them, thus making it possible that drafts will generally be dishonored and chaos and distress be produced in an otherwise orderly and convenient system.

On broad principles it is difficult to understand why carriers should attempt to limit their common law liability while others who deal with them are held to perform all of those duties prescribed by the common law, hallowed by ages, fraught with the blood of the Anglo-Saxon race, respected by an English-speaking people, and which has so thoroughly served those who have lived under it. What is to be desired and encouraged is a plain, simple and intelligible contract of shipment, eminently fair to the carrier, equitable to the shipper, and just to the financial interests. This would require but few words and would be of untold benefit if made uniform for all shipments, with limitations, if need be, for straight shipments, and unrestricted in its use as collateral security on shipments to order. The objection is not to a uniform bill of lading, but to the proposed form, under which the carrier evades those responsibilities as common carriers which they are by duty compelled to perform, and under which the value of the contract of shipment as collateral is nullified.

The demands of commerce require a brief, intelligible receipt for the goods to be transported to destination according to the laws applicable to common carriers; and if they be destroyed or damaged in transit for any cause other than the act of God, the holder to be remunerated; and since the modern use of the bill of lading enters so largely in the affairs of banking, it is certainly proper and urgently necessary that banks and bankers' associations should endeavor to secure the co-operation of the railroad interests in providing the best possible forms and methods of handling bills of lading that will make them stable as securities for commercial transactions. It ought not to be possible for a rascal like Harroun to sit down at his desk late at night and in one short hour forge bills of lading that he can take to his bank and use as collateral the next morning to the amount of thousands of dollars to save himself from financial ruin; but it was, and the fact only serves to show how much faith financial institutions after all put in these bits of paper. Harroun's credit was good. His bankers had faith in him, and possibly accepted his drafts with bills of lading folded and pinned to them, without even taking the trouble of opening them to see whether they were more than blank pieces of paper. That was a case where the bank trusted the man instead of the collateral. Another case equally as careless was that of an Eastern bank which made temporary loans to a consignee on bills of lading supposed to represent grain in transit to the seaboard from a Western shipper. Finally the consignee failed, when it was found that the bills of lading were genuine, but that the terminal railroad had accepted the consignee's order for the cars instead of requiring the surrender of the original bill of lading. The consignee disposed of the property, borrowed money from the bank on the papers, that should have been surrendered, to the amount of \$25,000; the bank was the loser by that amount; and rather than give publicity to its own negligence, charged off the loss instead of seeking to recover from the carrier, as it probably could have done.

Another common practice, which is dangerous in the extreme, I wish to mention, it having come to my notice in my investigation of this subject. It is

this: I am credibly informed that more than 50 per cent, possibly 75, of the drafts with bill of lading attached arriving at Eastern banks from the West bear the mark of the sending bank's endorsing stamp on the bill of lading in addition to, or instead of, its proper place on the back of the draft. This practice is unwise and fraught with danger to the banker. The shipper should endorse the bill of lading in blank; no more is required; and the banker, by endorsing the bill of lading, at least puts himself in a questionable attitude with respect to his relation to the document, which is unnecessary. A number of decisions might be cited to show that it is the banker's duty to know that the symbol of the shipment correctly represents it; that it is genuine and not a forged document. In other words, he must know that the shipment is made and that the car contained what the receipt purports, or he is liable to subsequent transferees. The whole subject is interesting and worthy our careful study, lest we fall into the pit that has already caught many a careful banker who trusted his customer too much and his collateral too little.

### GRINDING SUNSHINE.

A lady passing the exhibit of the Bowsher Feed Mills at the St. Louis Exposition, attracted by its fine appearance, and noticing the large mill on the corner, said: "Why! it is grinding sunshine."



N. P. BOWSHER CO.'S EXHIBIT AT ST. LOUIS.

The Bowsher exhibit is a conspicuously fine one, even among the vast array in the Agricultural Palace. The one mill in particular that attracted this lady's attention is kept in motion all the time. The shell is largely made of molded glass, and electric lights inside show the visitor plainly the movements of the working parts. The effect is novel and pretty and quite like the lady's description. The discharge spout of the elevator leads into a section of wagon box—also done in glass—and reveals inside, strata on strata, samples of the different kinds of work the Bowsher Mills will do.

The exhibit is in charge of Mr. E. L. Galt, the genial salesman controlling the St. Louis territory, and is located at Block 10, Aisle G, of the Agricultural Palace.

Any readers who do not attend the Exposition can have circulars describing the mills, and a fine large halftone print of the exhibit, by asking the factory. Address the N. P. Bowsher Co., South Bend, Ind.

### NEW YORK INSPECTION AT BUFFALO.

John D. Shanahan, chief grain inspector of the Chamber of Commerce of Buffalo, has been appointed deputy inspector of the New York Produce Exchange. His duties will be in Buffalo, under the provisions of the new rule of the New York Produce Exchange, permitting Buffalo delivery on New York contracts. This appointment completes all the details for the delivery at Buffalo of grain on New York Produce Exchange contracts.



## FARMERS IN TRADE.

The present craze of farmers to dabble in trade as operators of grain elevators and dealers in merchandise co-operatively, has been styled "a resurrection of the old grange movement or an adaptation of the trust (?) idea to their business." The "old grange idea" was a signal failure, except in building up one of the largest private business concerns in America, and the conspicuous non-success of nearly all the trusts (except to put money in the pockets of their promoters) is not encouraging to sane spectators of the present movement of farmers to cut loose from the rest of mankind. However, as experience is the best teacher the majority of men have who are indifferent to the study of the experience of others, the game will, doubtless, be played to the end.

Reports coming to this office during the past thirty days relating to these investments show that the company at Garden City, S. D., handled 187,761 bushels of wheat, barley, oats and flax and made about \$6,000 profit, and a company at Cokato, Minn., paid a 24 per cent dividend.

On the other hand, the co-operative elevator at Bath, S. D., was sold at auction to pay debts of \$3,735, held by the company's commission house, and at Gretna, Neb., the company suspended business September 10, owing to the disappearance of the manager, whose books show a shortage of \$6,200, not including \$4,000, money owed for construction and operation. This is the net result of one year's work, doing "a large business." Yet the manager's report was approved by the auditing committee on September 1.

## THE CHRISTIE AGGREGATION.

That brazen bucket-shop at Kansas City, known as the Christie Grain and Stock Company of Kansas City, which keeps going in spite of Mr. Hill and the rest, and which has been known to do more "business" per day than the Kansas City Board of Trade records as the volume of its transactions, and which has forced the government itself to contest its "regularity" as a "grain exchange," or public grain market, not subject to tax as a bucket-shop, has been reorganized with an infusion of new capital. It will hereafter be known as the Smathers-Christie Grain and Stock Company, with capital of \$500,000. The incorporators are E. E. Smathers, the millionaire horse owner of New York; E. E. Gatins, a wealthy New Yorker; C. E. Shaffer, oil operator, and H. B. Evens of Pittsburg; C. C. Christie, Bruce Detrich, J. H. Tinker and J. H. Harkless of Kansas City. It will open branch shops at Washington, Baltimore, Pittsburg, Cincinnati, Louisville, St. Louis, Atlanta, St. Paul and Minneapolis. Smathers is president and Christie secretary and treasurer.

Among the talented young brokers who received a "promotion" by this company is Mr. Virgil Randolph of Memphis, who will have charge of the Philadelphia bucket-shop. Mr. Randolph, we are told, is a director of the new "grain" company, and as general manager will have "entire charge of the business management." Mr. Randolph's "liberal patronage of the harness racing and other sports have made him a national character."

Another Eastern bucket-shop has come to grief, this time at New Haven, Conn. F. K. Gale had luxurious rooms, on the front door of which was the legend, "Eastern Grain Co." After the "company" had gone on for about three months, paying 40 per cent dividends, one Saturday night a furniture dealer took away the handsome office furnishings, as nothing had been paid on them. Gale, the "gentlemanly agent," it then appeared, owed printers, stenographers and even his boarding mistress.

Wm. J. Connors of New York was arrested on October 1, charged with sending through the mails to the West circulars promising \$1 a week dividends on every \$10 invested with W. J. Connors & Co. in a "discretionary grain pool." In court Connors told the magistrate he had violated no

law, for he had not received a penny in response to all the circulars he had sent out. After Magistrate Barlow had looked over a bunch of letters from the Western farmers he ordered a complaint of violation of the incorporation law made, because Connors had neglected to file with the county clerk a certificate of the fact that he was doing business under a firm name. He was held on this charge and was locked up in the Tombs prison.

John McCrea & Co., Brooklyn, closed up with a steel-trap sort of snap on September 20, leaving a number of men and women, both old and young, in the customers' room, in an exceedingly excited frame of mind. There was a judgment for \$650 annoying the owners, who preferred quitting to paying. The method of the firm was that when a customer gave an order a slip was given him or her to sign as to certain stipulations in transacting the order. These stipulations were that the order might be executed in any city or place the firm saw fit; that it might be executed by any exchange or member of any exchange or by any private purchaser or by any client of J. McCrea & Co., or by any seller or buyer of the firm. The firm also stipulated that it did not have to divulge who made the purchase or sold the stock in question.

## GRAIN EXHIBIT ABANDONED.

The Grain Improvement Committee of the Grain Dealers' National Association, to arrange for holding a grain exhibit in connection with the live stock show at Chicago on November 26, met at the offices of Secretary Stibbens on October 11. There were present George A. Wells of Iowa, Jos. P. Griffin Jr. of Chicago, J. Quinn of Minneapolis, Wm. Nash of Chicago, George Beyer of Decatur, Frank Funk of Bloomington and Prof. P. G. Holden of Iowa.

The project for holding the exhibition in November was, after a canvass of the situation, abandoned on account of the limited time intervening, and for the reason also that the funds raised were not deemed sufficient to conduct it in a manner that would bring about the best results to farmers and others who were most interested.

Instead of an exhibition in Chicago, however, the committee thought favorably of holding an international grain exhibit in Minneapolis at some time during the winter, providing that sufficient funds were raised to insure its success.

## WESTERN EXPORTER RETIRES.

W. S. Sibson of Portland, Ore., with one exception the oldest wheat dealer in continuous service on the Pacific Coast, retired from business on October 1, giving as his reason therefor the encroachments of the millers, whose demands for wheat have greatly reduced the supplies available for export. This change in trade conditions on the Coast has come with remarkable swiftness, surprising to both the millers and the exporters themselves. Of course, it must not be understood that the exportation of wheat from Coast ports has ceased, but, as a local writer says, "when the oldest exporter in the business gives up the struggle against the inevitable change, it shows that the date of the shipment of the last wheat cargo is much nearer at hand than seemed possible a few years ago."

Mr. Sibson who now retires to become a cultivator of roses, began his career as a wheat exporter in 1873, at a time when the only connection Portland had with the grain fields east of the Cascade Mountains was by boat, and it was a number of years after he entered the field before very much Walla Walla found its way to Europe. Wheat growing in the Willamette Valley was then enjoying its Golden Age, and aside from the California cargoes, "Oregon" wheat, as the Valley product was known in the European markets, was the only Pacific Coast cereal that reached Liverpool. "Oregon" cargoes in the foreign markets passed into history several years ago; but long before its disap-

pearance, the completion of the O. R. & N. Railroad to the Inland Empire brought "Walla Walla" wheat into prominence; and before the milling business began to assume very great proportions there was a big export business in wheat, and as far back as the season of 1881-82 the firm of Sibson, Church & Co. dispatched 51 ships, an average of about one per week, for the entire 12 months. The wheat exporting business reached high-water mark in the Pacific Northwest in 1897, and the fleet of ships cleared from Portland by Sibson & Kerr for the year ending June 30, 1898, outnumbered that of any other shipper.

Since that time the demands of the mills on the wheat crop have been increasing at a rate which has made the wheat exporting business much more difficult to handle, and there has been a heavy annual decrease in the amount available for export, with no decrease in the number of buyers who were after it. This year matters have been further complicated by the enormous movement of wheat to the East, leaving very little for the exporters. It is these changed conditions and the practical certainty that a few years more will witness the milling demand swelled into proportions which will require all of the wheat grown, that have caused Mr. Sibson to retire from a trade in which he has for nearly a third of a century been such a prominent figure.

This, however, says the Oregonian, was not the only reason for Mr. Sibson's retirement from the grain trade. For more than 20 years he has enjoyed a fame as a rose-grower which has extended beyond the confines of the state. Rose culture has been his hobby, and so long as there was plenty of grain to buy and sell, he could never spend as much time with his roses as he desired. Now he will engage in rose-growing on an extensive scale, and devote his entire time to the business.

## LOW-GRADE WHEAT.

Millers, having found that the low-grade, lightweight wheat of the Northwest is practically worthless for milling purposes, are buying nothing lower than No. 3 for use in the interior mills. This wheat, which the elevators also are handling only for adulteration purposes, is unofficially classed as "feed wheat" and bought according to its value as such.

There is so much of this stuff in the Northwest that farmers who had expected to work it off somehow as of a better grade are "depressed."

Another feature of the trade in the Northwest is the amount of old, or 1903, wheat, which "bobs up" in the most unexpected places. The effort is made locally, wherever the old wheat can be placed, to have it held for seed purposes next spring, as it will be better than the wheat generally grown this year. The millers are making a vigorous effort to secure all that is offered, and little, if any, is being shipped.

## WEIGHING AT KANSAS.

The Kansas City Board of Trade and elevators now have begun a movement to get rid of paying weighing charges at Kansas City, Kan., which is 50 cents per car. At Kansas City, Mo., the Board of Trade has a private weighing bureau, whose certificates of weight are the ones used in all purchases, though a temporary suspension of the weighing rule permits sales for shipment to be made subject to destination weights. This private bureau charges 35 cents a car for weighing into an elevator and 10 cents for weighing out. On grain inspected by the Missouri grain inspection authorities there is no fee for weighing. Both fees are collected on grain coming through Kansas City, Kan.

An Iowa farmer has invented a shovel for unloading grain, to work with a pulley. It works similarly to a hay fork worked by pulley, and will handle five bushels of ear corn or ten bushels of shelled at a draft. It exactly fits a wagon box.



## POSTAL RULES ON WHEAT SAMPLES CHANGED.

A new rule has been established by the postoffice department by which wheat samples tagged may be sent hereafter as third-class matter at 1 cent postage for each two ounces instead of fourth-class, at 1 cent an ounce. The selling price may be attached to the envelope.

This decision was reached after prolonged investigation and correspondence, originating at Minneapolis. The question arose through sample envelopes having such tags attached as: "8246—Sold 50c." "3940, C. G. W.—Sold 42c." The postal regulations permit third-class matter to have a tag attached bearing the word "from" and the name, occupation and address of the sender and any marks, numbers and names which are for the purpose of identification, but nothing in the nature of personal correspondence.

Samples would ordinarily go fourth-class, but wheat samples passed as third-class under the provision made for seeds. The difficulty was the nature of the tags. The dealers explained that the letters and figures referred to the price, test, car numbers, etc., which proved satisfactory to the department.

## ORDER AS TO TOUGH WHEAT.

The Canadian Northern Ry. on October 4 created a tempest at Winnipeg by giving notice that thereafter Nos. 1, 2 and 3 Northern "tough" would only be held in the C. N. R. elevators at Port Arthur for 15 days; after which, if not removed, it would be sent to their drying plant for treatment. The dealers say that it would mean a loss of from 6 to 8 cents per bushel to have the wheat dried by the C. N. R., as the same wheat can be handled through the C. P. R. without drying and without limit of storage as long as it remains in condition. Several of the dealers immediately wired their agents at Fort William that on the expiry of the fifteen days they should transfer all tough wheat held by them in the C. N. Ry. elevators at Port Arthur to C. P. R. elevators at Fort William.

## CANADIAN GRAIN STANDARDS BOARD.

The Ottawa government has announced the following members of the Western Grain Standards Board: Peter Ferguson, Kenlis, Assa.; John McQueen, Carievale, Assa.; R. J. Phin, Moosomin, Assa.; W. R. Motherwell, president Territorial Grain Growers' Association; J. W. Scallion, honorary president Manitoba Grain Growers' Association, Virden; D. W. McQuaig, Portage la Prairie; Christian Johnston, Baidur, Man.; Jas. Riddell, Rosebank, Man.; Wm. Lothian, Pipestone; K. Campbell, Brandon; Senator Young, Killarney; S. Spink, Winnipeg; W. A. Matheson, Lake of the Woods Milling Company, Winnipeg; Geo. McCullough, Souris; W. A. Black, Ogilvie's, Winnipeg; T. W. Lines, miller, Strathcona, Alberta; G. R. Crowe, Winnipeg; M. McLaughlin, miller, Toronto; T. A. Crowe, exporter, Montreal. The following are ex-officio members of the board: David Horn, chief grain inspector; F. E. Gibbs, grain inspector, Fort William; C. C. Castle, warehouse commissioner, Winnipeg. C. N. Bell is reappointed secretary of the Board.

The Board held its first meeting on October 12 and two-bushel samples of various grades and varieties showing in this year's crop were collected from a number of points in Manitoba and the territories for the use of the Board. The functions of the Board are thus defined by the act:

"Should the climatic or other conditions result in the production of a considerable proportion of grain, other than oats, not capable of being included in the classification provided for in this act, the Grain Standards Board for the division shall be convened for the selection of commercial grades and samples whenever the chairman of the said Board is notified by the chief inspector or five

members of the said Board that such a course is necessary: and inspecting officers shall grade classes of grain which cannot be graded according to this act in accordance with the commercial samples so selected by the Board."

## THE COST OF SMALL POWER.

Gas Power cites the case of a little machine shop near New York that installed, several years ago, a small slide valve steam engine and an upright boiler, the latter capable of giving about 15 horsepower. The engine, however, seldom called for more than three horsepower at most, and for a large part of the time probably not much over half of this.

As steam had to be kept up all day, practically ten hours, it was found that the cost of coal, which was nearly \$6 a ton, came to 90 cents a day.

Gasoline in this same locality is selling at 18 cents a gallon. In spite of that the owner of the shop installed a small upright two-cycle engine, more with the idea of saving a fireman's wages, \$2 a day, than with the intention of reducing his fuel bill. After a month's running it was found that his gasoline had cost \$13, against a previous cost for coal of \$23.40. So that his total saving was \$62.40 a month on an investment of about \$175.

Granting that this is an extreme case, there is still little question but what the gasoline engine in small powers is much cheaper than steam.

## FIRE HAZARD IN STEEL TANKS.

A recent fire in a flouring mill at Sherman, Texas, developed a new form of fire hazard in steel grain storage tanks that may cause the insurance companies to revise rates on that class of risks. The tank in question stood within 15 feet from the mill elevator, so that the fire caused the wheat to be badly damaged next to the elevator, which was of the ordinary steel construction. Inside the tank was divided into eight different bins of equal size. The bins were of wood, and constructed the same as bins in the regular elevator buildings. When the tank was red hot the wooden partitions inside became ignited. The fire department tore off the metal roof sufficiently to fill the tank with water, in order to extinguish the burning partitions.

The union schedule for fireproof elevators and grain storage tanks takes no notice of wooden bins, hence this hazard had never been recognized, and it is now claimed that when steel tanks are within burning distance of a mill or elevator the hazard is greatly increased and should be charged for.

## CANADIAN WEST ELEVATORS.

At the grain inspection branch of the Trade and Commerce Department, Ottawa, there has been received a map upon which every elevator and grain warehouse in Manitoba and the Territories is marked. There are now 982 elevators, running in capacity from warehouses of 1,000 bushels to the big terminal elevators at Port Arthur.

In 1900 there were 532 elevators in the West of a net capacity of 18,879,352 bushels. This year there are 459 more, with a total capacity of 41,186,000 bushels.

Latest returns to the department place the wheat crop of 1903 at 56,146,027 bushels, so that the crop of Manitoba and the Territories should be at least 60,000,000 bushels.

## THE BEAN CROP.

The bean crop for the present season promises to be a fair one, rather better in the West than in New York, however. Michigan growers report damage by drought to the early crop and a short yield, but the late crop is better. Rust did much damage in New York.

For this season farmers in Maine and Vermont gave more attention than usual to this crop and the season was generally favorable there to the crop. The Vermont acreage especially showed a marked increase, and farmers have beans to ship.

## FACTS AND FIGURES

Iowa dealers expect their farmers to sell corn soon after picking this fall.

Wheat brought \$1.25 at Cincinnati on September 30, the highest price recorded there in over twenty-five years.

Rice growing in Lonoke County, Arkansas, Carlisle, the county seat, has been declared a success as the result of this year's crop.

Inspection of wheat at the leading spring wheat centers of the Northwest and Manitoba shows a higher average than that of a year ago.

The Western Canada wheat crop of this season is said to have been grown on but 2 per cent of the total area that may one day produce wheat in the Northwest Territories.

W. H. Babcock, the largest wheat grower of Washington, this year produced 200,000 bushels, worth \$150,000 in the warehouse. A cost of 25 cents per bushel is estimated for growing, including rent of land.

First sales of 1904 corn for export were made October 7 for delayed shipment. Foreigners' bids have been too low to make much business as yet, the Argentine supplying the market at a price American exporters cannot reach.

A masked robber held up the cashier of the Central Grain and Stock Exchange at San Francisco on September 24, in broad daylight (6:50 p. m.), but just inside the office, and robbed him of a suit case containing \$4,400. As this amount was but the income of the day, bucket-shopping in 'Frisco seems to be worth while—for the shop.

Believing that much money was lost by Iowa farmers in 1902 and 1903 by delay in stacking grain, the State Board of Control sent a circular letter to superintendents and farmers of state institutions under control of the board, insisting that all small grain and timothy for seed should be stacked as soon as possible after harvesting, when in condition for stacking. Under no circumstances was the grain allowed to remain in shock, "waiting for the thrashing machine." The instructions said: "Both grain and straw will be better in quality by passing through the sweating process in the stack, and thrashing should not take place for at least three weeks after stacking."

Another day of declining prices—the usual drift in October when conditions are normal. The grain speculator will trade like a fury hitched to a locomotive on possibilities, on chances, on uncertainties, but he folds his wings or puts out his fires when expected to trade on facts. The crops of the world are now facts, with America having large yields of corn, oats, barley, hay, potatoes and fruit—large in everything but wheat, and in wheat of late the largeness of the price has made up for the deficiency in quantity. At such a time speculation halts and for a season the exporter and the manufacturer have a "say." The autumn weather has been "the yellow peril" of the corn market.—Pope & Eckhardt Co., October 7.

"The actuary of one of the companies in which I am largely interested both as stockholder and officer," said Jonas Howard in the Chicago Tribune, "told me that the average return premium, in the eight state companies whose reports he had examined, was a trifle more than 30 per cent, with a good outlook for its reaching as high as 50 per cent. They insure at the rates established by the regular companies, but these rebates by reducing premiums take the ground out from under our feet, as a matter of course. Down South there is a movement for the establishment of a lot more of these mutual companies for especial lines of business, and the certain growth makes the old-time insurance man long for a return of the days of his daddies, when all that came to the mill was grist."



## CROP REPORTS

Corn in Maine and Massachusetts was caught by frost.

Corn in some sections of Georgia has gone 70 and 80 bushels to the acre.

Corn has ripened slowly in Indiana, but most of the crop is now out of danger.

Western New York has the best crop of oats harvested in several years. Yield and quality are both high.

According to President Cortelyou of the Kansas Grain Dealers' Association, the corn crop of the state was not hurt by the September frosts.

From reports based on thrashing returns the Minneapolis Market Record figures a wheat crop of 150,000,000 bushels for the three Northwestern states.

Little or no damage has been done to Illinois corn by frost. The crop has practically matured. Fall plowing is well advanced and the seeding of winter grain is under way.

Indications point to an increase of about 10 per cent in the amount of wheat planted in Texas this fall. Seeding is generally late, owing to cotton and corn harvesting demanding attention.

The Michigan report for October places the corn yield at 28 bushels to the acre. Oats are going 33 bushels. The wheat crop is given at 5,500,000 bushels, against 15,500,000 bushels last year.

E. J. Smiley, secretary of the Kansas Grain Dealers' Association, says Kansas will have 15 to 25 per cent less corn than last year. The corn in the middle third of the state will be of very fine quality.

Wilton, Muscatine Co., Iowa, Oct. 10.—The corn crop in this locality is immense. Much of it will grade No. 2, which has not happened for years.—E. W. Clark.

George A. Wells, secretary of the Iowa Grain Dealers' Association, has made a trip through the northeastern part of the state and estimates that the loss from soft corn in that section will be 30 to 40 per cent.

In its last report for the season the Northern Pacific estimates the wheat yield of the Northwest at 10 to 12 bushels per acre; oats, 30 to 45; rye, 16 to 25; barley, 20 to 35, and flax, 12 to 15. Late corn has been damaged by frost. Fall plowing is under way.

The Central Grauaries Co. of Nebraska estimates the corn crop of that state at 225,000,000 to 250,000,000 bushels, figuring a yield of about 30 bushels per acre on 7,500,000 acres. It claims also that the acreage is probably above 7,500,000 acres and possibly 8,000,000.

Crop report No. 14, issued by H. G. Miller, secretary-treasurer of the Nebraska Grain Dealers' Association, gives the following as the yields for the state: Winter wheat, 18,868,938 bushels; spring wheat, 2,746,350 bushels; oats, 67,081,147 bushels; rye, 1,948,405 bushels.

Damage by rust and frost to the wheat crop in Manitoba and the Northwest Territories is estimated by the Canadian Pacific and Canadian Northern railways at not to exceed 10 per cent. Average yields are 20 bushels per acre and average quality about No. 2 Northern.

The corn crop in the central portion of South Dakota will be good and the yield heavy. Farmers in the northern portion of the state have carried out the principle of planting northern grown seed of early variety exclusively, and as a consequence corn in that part of the state escaped frost.

Fall seeding is general in all sections of Missouri, although the work has been delayed somewhat by wet weather. Late corn has matured rapidly in the southern part of the state, but is ripening slowly in the more northern counties, owing to low temperatures and frequent showers.

General Manager Holdrege of the Burlington estimates the Nebraska corn crop at between 210,000,000 and 220,000,000 bushels. General Manager Bidwell of the North-Western, who has been gathering statistics, estimates the yield at 220,000,000 bushels. The Omaha Elevator Co., on advices received from correspondents throughout the states, estimates the yield at 210,000,000 bushels.

F. W. Thompson, vice-president and general manager of the Ogilvie Milling Co., Ltd., recently gave out an estimate of 58,000,000 bushels as the size of the Manitoba wheat crop. Later he announced that reports from 75 out of 100 of the company's elevators where thrashing was in progress showed an average yield of 18 bushels, which, based on the acreage, indicated a crop of over 64,000,000 bushels. Against this a Winnipeg commission house esti-

mates the crop at 45,000,000 bushels, stating that in some cases the yield is as low as 8 bushels per acre where it has formerly averaged 35.

Wheat sowing is in progress throughout Indiana, but is nearing completion in the northern counties, and the first sown is coming up to a good stand. Dry weather and the tangled condition of the corn somewhat delayed the work in the central and southern counties, where considerable sowing and a little plowing is yet to be done. The acreage sown will be large in the southern section, but less than the average in the central and northern sections.

Following are the figures on the corn crop given out by the different estimators, in bushels:

Corn Products Co.	2,500,000,000
Brown, New York	2,491,000,000
Lyle, New York	2,475,000,000
H. D. Russell, Chicago	2,400,000,000
Daily Trade Bulletin	2,346,000,000
Cincinnati Price Current	2,300,000,000
B. W. Snow, Chicago	2,300,000,000
Inglis, Chicago	2,000,000,000
H. V. Jones, Minneapolis	1,900,000,000

Secretary of Agriculture Wilson says that, so far as the figures of the department show, the yield of corn will be in excess of 2,000,000,000 bushels.

Snow said, October 10: "Final thrashing returns do not materially change previous wheat crop indications. They show a wheat crop of approximately 550,000,000 bushels. The average rate of yield is a fraction under 12 bushels. The estimate for the spring wheat crop of Minnesota and the two Dakotas totals 152,000,000 bushels, although the average quality is low. Complete returns on corn show a condition on October 1 of 82.4, against 82.7 on September 1. This indicates a crop of slightly above 2,300,000,000 bushels, or practically the same as last year. Some frost damage in Ohio, Michigan and Wisconsin, but elsewhere the crop matured in fair shape and the average quality is better than in 1903."

A special crop report issued by the Iowa weather bureau on October 3 says: "The week ending October 3 was warmer than usual, with some local excess of rainfall. Conditions were more favorable to growth than ripening of vegetation; but the corn fields have been quite rapidly transformed in color, and fully 90 per cent of this great staple crop is now practically safe. A general killing frost at any time before the 10th would unquestionably impair the quality of about 10 per cent of the corn crop of the state; but with that percentage entirely destroyed the output of sound corn would be above the average of the past fifteen years. A period of drying weather is now needed to prepare the crop for cribbing, and to prevent damage to the portion of the crop that is lying on the ground. Reports indicate an unusually good yield of timothy seed, but clover seed is very light. The pastures are extra good for the time of the year. New seeding of grain and grass has done notably well. As a whole, the crop season of 1904 has been favorable." Director Sage of the bureau estimates the crop at 275,000,000 bushels of first-class corn and 30,000,000 to 40,000,000 bushels of soft corn.

The monthly report of the chief of the bureau of statistics of the department of agriculture shows the conditions of grain on October 1, compared with one year and two years ago, as follows:

	Oct. 1, 1904.	Year ago.	2 yrs. ago.
Corn	83.9	80.8	79.6
Spring wheat	75.7	85.5	87.7
Oats	91.4	79.9	86.7
Barley	88.7	85.4	87.3
Rye	91.6	88.4	91.8

The following table shows, for each of the twenty principal corn states, the condition October 1 in each of the last two years and that on September 1, 1904, with the ten-year averages:

State.	Oct. 1, 1904.	Sept. 1, 1904.	Oct. 1, 1903.	Ten-year av'ges.
Illinois	86	86	82	85
Iowa	86	85	71	79
Kansas	68	68	78	65
Nebraska	90	87	76	66
Missouri	76	74	80	90
Texas	84	86	90	72
Indiana	80	80	81	86
Georgia	87	91	86	84
Tennessee	87	90	84	79
Kentucky	84	89	80	81
Ohio	77	78	70	84
Alabama	92	93	93	80
North Carolina	93	96	84	83
Arkansas	84	87	88	75
Mississippi	90	92	94	78
Virginia	94	98	87	85
South Carolina	90	91	82	82
South Dakota	83	80	86	74
Indian Territory	91	92	80	78
Oklahoma	85	87	71	60
Wisconsin	80	78	80	83
Pennsylvania	83	94	79	85
Minnesota	79	80	73	83
Louisiana	86	87	98	83
Michigan	72	73	83	83
United States	83.9	84.6	80.8	78.3

The preliminary returns indicate an oats crop of about 888,500,000 bushels, or an average of 32.1 bushels per acre, as compared with 28.4 bushels as finally estimated in 1903, 34.5 bushels in 1902, and a ten-year average of 28.2.

The following table shows, for each of the ten principal oats states, the figures of the yield per

acre for the last three years, with the ten-year averages:

State.	1904. Bu.	1903. Bu.	1902. Bu.	Ten-year av'ge. Bu.
Illinois	32	26.6	37.7	31.8
Iowa	32	24	30.7	31.5
Wisconsin	35	32.8	39.9	34.5
Minnesota	39.2	32.3	39	32.4
Nebraska	30.7	29.5	34.6	25.4
New York	34.1	34	40	30
Pennsylvania	33.9	28.6	36.5	28.5
Indiana	33.1	24.4	35.4	29.7
Ohio	40.9	30.6	41.1	33.3
Kansas	17.8	26.2	33.5	23
United States	32.1	28.4	34.5	28.2

The average for quality is 91.4, against 79.9 in 1903 and 86.7 in 1902.

The estimates on the average yield in bushels per acre are as follows:

Spring wheat	12.7
Barley	27.2
Oats	32.1
Rye	15.2

The estimated yields of grains are as follows:

Spring wheat, 212,500,000 bushels, a gain over September estimate of 22,400,000 bushels.

Corn, 2,315,000,000 bushels, a loss from September estimate of 19,000,000 bushels.

Oats, 868,200,000 bushels, a gain over September estimate of 87,500,000 bushels.

The Ohio state report, dated October 1, estimates the wheat yield at 18,693,067 bushels. Of other grains the report says: "The oats area was large, exceeding the large area of last year. This is accounted for by the fact that a great deal of the plowed-up wheat was put to oats. The crop, generally, produced well, the product per acre being considerably above the average, and on the large area resulted in one of the largest crops recorded for the state. The quality of grain is generally excellent, the average showing 97 per cent. In last year's oat production, which was large, three counties of the state showed a product of above a million bushels. This year twenty-three counties show a million bushels production each, one of which reaches two millions. Winter and spring barley had a total estimated area of 35,398 acres. This is about 3,000 acres less than for last year's crop. The total production, however, is greater than last year. Quality of grain is estimated at 89 per cent of an average. Rye shows a less area than last year, but the total product is as great. This crop varies in area, from year to year, more than any of the other grain crops. Corn has matured slowly and cutting has not advanced very rapidly. Slight frost occurred during the month, but no damage was done, except in some of the northern counties. The corn crop, in some parts of the state, is not yet entirely free from the danger of frost. Several days of favorable weather are required to render the crop safe. While there is excellent corn in many localities, the general average for the state indicates a little less than three-fourths of a crop."

The state of Iowa corn exhibit at St. Louis won the first prize, announced on September 20. The exhibit took also first prize on thrashed grain and grass seed.

October 3 was one of the record days of the Minneapolis Chamber of Commerce, the receipts of grain having been 1,688 cars, against 1,360 a year ago. This number included 1,094 cars of wheat, 260 of oats, 213 of barley and 90 of flax.

The first new wheat to be shipped from the Head of the Lakes was loaded out by Spencer, Moore & Co., from the Terminal elevator system, Duluth, on September 10. The consignment consisted of 20,000 bushels and was taken by the Western Transit liner, Duluth.

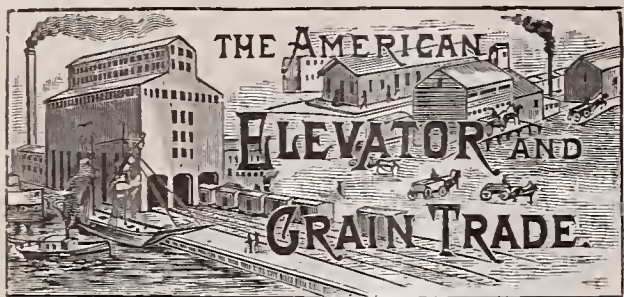
Toledo receivers have been recently greatly annoyed by systematic stealing of grain from cars in the yards. The plan the thieves adopted varied with the necessities of the case. Traveling apparently in gangs, they sometimes broke the seal of the cars; at others they used a fine saw to make a hole through the car walls, out of which the grain would pour into their sacks, or a hose would be inserted to serve as a spout. The railroad men have taken hold of the problem, and have established a police system by means of which it is hoped offenders will be apprehended.

## EXPORTS FROM ATLANTIC PORTS.

The export of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending Oct. 8, 1904, as compared with same weeks last year, have been as follows:

Articles.	For Week Ending Oct. 8. Oct. 10.		For Week Ending Oct. 1. Oct. 3.	
	1904.	1903.	1904.	1903.
Wheat, bushels	67,000	1,104,000	149,000	2,137,000
Corn, bushels	781,000	1,458,000	762,000	1,092,000
Oats, bushels	149,000	54,000	139,000	78,000
Rye, bushels	11,000	11,000	102,000	41,000
Barley, bushels	51,000	102,000	102,000	23,000
Flour, bbls.	169,200	302,600	135,000	395,200





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### ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

### CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., OCTOBER 15, 1904.

Official Paper of the Illinois Grain Dealers' Association.

### RESUMING DIFFERENTIALS HEARINGS.

In view of the state of business during the past year or more in export grain at Philadelphia and Baltimore, it is not a matter of surprise that the members of the grain trade of those ports should become restive over the delay of the Interstate Commerce Commission in passing on the rate differentials question. Although the matter has been in the Commission's hands for some months, that body will resume taking testimony at Philadelphia on or about the 17th inst., after which it will proceed probably to Baltimore to add to the volume of evidence that one would think, with becoming respect, might have been exhausted at the New York hearing weeks ago—if, indeed, the Commission should consider it necessary to reopen a question once passed upon by it in favor of the differentials. Then there must be time allowed for cogitation, for ratiocination, and, finally, a decision.

In the meantime, by a recent ruling of the Commission, export merchandise may get the benefit of a lower rate to Philadelphia and Baltimore than to New York, when not shipped ex-lake, which means a continuance of the differentials on grain to a certain extent by sufferance until the Commission shall render a new and specific decision on that question, while New York gets the benefit of no differentials on ex-lake grain.

So the "out-ports" are not now worrying over the present delay of the Commission and will not, unless a decision should fail to appear before the opening of navigation in 1905. However, speaking in general terms on the subject of a differential itself, it may be presumptuous to say it, but it does not strike one as fair that the

natural advantages commercially of location should be subject to destruction by the arbitrary acts of transportation lines which may demand a share of business to which, because of their own location or physical features, they are by nature entitled. Yet the abolition of the differentials would obliterate hundreds of miles of advantage with which the "out-ports" should be credited because nature gave it to them and of which they should not be robbed by arbitrary manipulation of the rates.

### HOW TO VOTE RIGHT.

It is no part of our duty to give advice on political voting; the reader and the editor may differ widely on political questions; but there is perhaps one suggestion that may safely be made notwithstanding. In presidential years, business men's interest in mere political questions is often in inverse ratio to the effects of their straight party voting on their business interests, paradoxical as that may sound. Granting that it is true that the election of a president or governor is of equal or more importance from a business point of view than the election of members of Congress or the legislature, it may perhaps be urged that it is really of somewhat less moment, at this time, what is the politics of a member of Congress than that he will vote right and work right for a bill to give the Interstate Commerce Commission power to enforce its own rulings and decisions and without delay. Candidates of both parties for governor in Illinois and Indiana having endorsed the propositions, it is now a matter of superior concern to pure party politics to elect in the one state legislators who will vote for a state civil service measure and in the other for a bill creating a railroad and warehouse commission. To grain dealers and shippers of both states these legislative wants are paramount to any mere party success that may mean their sacrifice; and shippers in both states will, if they would serve their business interests, sacrifice mere party victory, if necessary, in order to win out on the "real thing." Party politics as a rule does so very little for the business public that its victorious elevation of mere political place seekers for party's sake only may safely be "cut out," even in the interest, in the long run, of successful party politics.

### RISKS OF CLEANING IN TRANSIT.

In refusing to grant relief in the case of Mc-Lane et al. vs. Botsford Elevator Co., reported in the department of "Court Decisions," the Michigan Supreme Court seems to a layman to be splitting hairs. To lawyers nice distinctions, such as the court makes as to proximate and remote causes of loss under such and such circumstances, as intellectual gymnastics may be edifying; but where does the remedy of the shippers obtain? Who is responsible if it is conceded that the loss would not have occurred if the shippers' instructions had been faithfully carried out? For in that case the grain lost would have been beyond the reach of the fire, for which the Elevator Company was not, of course, responsible, but which nevertheless destroyed the grain. The Elevator Company, of course, denies negligence, but the queer thing about the decision is that the court seems to brush aside the question of negligence as apparently imma-

terial anyway and quite unimportant in its bearing upon the "proximate" cause of the loss. It seems indeed a case where the layman must plead the Missourian's need of a guide.

### VALUE OF LOW GRADE WHEAT.

At the urgency of farmers who have been thinking (and talking) that there is too wide a value spread between the various grades of wheat, the Manitoba Department of Agriculture has been experimenting by baking tests of the flour made from various grades of wheat from highest to lowest, and has published a bulletin announcing the fact, as though a new discovery, that the flour milled from low-grade wheat makes as good a loaf as that from the high grade. It even says that, "The most surprising loaf in the lot was that made from a sample of feed wheat." But all this is not surprising at all; it is what every miller has long known. But the value of wheat is not determined wholly by the baking quality of its flour, but is based rather on the proportion of flour to offals. Millers cannot afford to pay, e. g., the same price, weight for weight, for shrunken wheat that they will pay for a sound, plump berry, because the quantity of flour obtainable from the plump berry is very much greater than from the same weight of shrunken berry, while the proportion of offals is correspondingly less. However, now that the department has published its bulletin, it doubtless will have to send diagrams with the bulletin to make the "farmers" understand all this.

### BUYING ELEVATORS.

A Des Moines, Iowa, dispatch says: "Negotiations are now in progress between representatives of the Rock Island Railroad and the owners of elevator systems along the former's lines in Iowa, whereby the Rock Island seeks to become sole owner of all elevators along its Iowa branches. The Counselman elevators constitute the largest holdings of any of the grain firms doing business in Iowa and the Rock Island is now confining its negotiations to this firm alone. It is supposed that the Rock Island's failure to move grain stored for shipment along the branch lines was for the purpose of showing the elevator companies that they were to a certain extent at the railroad's mercy and were in no position to dictate terms."

This is very important news, if true; but we doubt its truth. The railroad managers, by virtue of the modern system of "frenzied finance," are invading fields of stock exploitation that would make old-fashioned financiers of the railway world, like Forbes of Boston and Blackwell of Chicago, turn in their graves; but it is hardly likely any clique of promoters, even of the "frenzied finance" type, would dare at this time to enter upon the program indicated, inviting, as it would, sure reprisals on the part of a state legislature so near to the people as that of Iowa usually is. The Interstate Commerce Commission's decision, in the "terminal elevator allowances" case, brings almost into issue the doctrine that it is the duty of the roads to provide free facilities for handling grain at the country stations as well as for handling package freight; and a movement to freeze out all private grain dealers for the benefit of a favored big firm operating a terminal elevator business, in which the railroad magnates might or might not have an interest, would assuredly



project that issue directly into the legislative arena. As indeed it should be, in such case, for the protection of individual interests in the grain trade as well as those of the growers who are entitled to the competition in the trade, which they are now really enjoying, even in Iowa, where the crazy newspapers and interested "farmers' friends" in the grain commission business say it has no existence.

### WILDCATS ENJOINED.

Twenty-five wildcat insurance companies having about a year ago been enjoined from doing business in the state of Illinois because unable to comply with the state insurance laws, their appeal to the Appellate Court was the other day refused and the injunction made permanent. It is possible for them to take a further appeal to the Supreme Court, but it is more likely the alleged companies will retire from the state rather than to go to the expense of appeal, especially as they urged their right, which the court denies, to maintain offices within the state, although confining their operations to territory outside the state.

That the wildcats should be enjoined in "bunches" of twenty-five is indication of the multitude of this class of "confidence games" and the necessity of insurers being on their guard. As has been here said before, insurance in reliable companies cannot be bought for nothing; and any company that offers extraordinary "bargains" should be looked upon with the suspicion that usually falls upon peddlers of gold bricks.

The safe and reliable millers' and grain dealers' mutuals are too well known to be mistaken, and at least their regularity can be readily established by anyone. But the amount of insurance they individually will place on any one risk is limited; so that for protection beyond that amount the dealer should call upon a reliable agent of his own acquaintance and in his own neighborhood and summarily throw all cheap offers by strangers into the waste basket.

### RICHES FROM SCARCITY.

"We do not want to see a real bumper crop of corn," says the American Society of Equity, the organization that says the American farmer is too poor to pay a fair price to have his products marketed in a business-like manner. "A big corn yield would mean low prices," etc.

This is a very common sort of economic thinking; but all the same the proposition is an economic fallacy. The farmer who farms in the old way, to grow 50 bushels of corn per acre, when he might have 75 to 100, is of the American Society of Equity type and thinks he can get rich by curtailing production and dictating high prices by a puerile "hold-your-grain" society governed by a rainbow-chasing spell-binder. Sane farmers do not.

What farmers need as a rule is more brains mixed with their farming—more individual initiative along lines leading to more intensive farming in every direction, to multiply the products of a given area and not to restrict them; more breaking away from demagogues, whether in politics or in commerce; more reliance on common sense for marketing products; more sticking to one's own business and

more study of it and less leaning on others to do their business thinking for them and less dabbling in business they are not trained to.

No class of men can now be independent. Even social organizations have their limitations within the necessities and welfare of the state; and modern society as a whole is best served and the prosperity of all best promoted by the application of specialization to all forms of commerce and industry; and the marketing of farm products is especially dependent on this highly organized specialization for its economies, the benefits of which go to both producers and the consumers, and especially to the farmer, when he keeps hands off its machinery.

### AN EFFECT OF CAR SHORTAGE.

There seems to be a first-class prospect of another car famine during the shipping season now opened, although new corn has not yet begun to move. Dealers know so well what this has meant to them in the past that it is not necessary to rehearse here or now its many miseries.

The reported action of the Minneapolis Chamber of Commerce, requiring its members to charge interest on advances, gives, however, a new view to the famine question that adds to its many complications and hardships. Fair-minded men will, of course, appreciate the cost to receivers of the cash advances they may make on grain that is tied up, either at the elevator, for want of cars, or in transit, through the inefficiency or negligence of the carriers, and will not deny in general terms the justice of an interest charge for an accommodation that if withdrawn by the receivers would have to be paid for at the local banks. Usually, however, such accommodations are arranged for between the parties and are hardly subjects for exchange legislation, except on the score of forbidding members to grant individually favors to customers that might influence business which other firms might not be able to get, or might lose, unless they grant similar favors, or, by making a general rule, give receivers an excuse for cutting off all favors whatever.

The Minneapolis idea, however, gives added force to the demand of the trade for improved car service, which shall result in the more rapid movement of grain during the season, or, in part, at least, compensate shippers for the losses delays always inflict upon them.

### ANOTHER GOVERNMENT ELEVATOR.

Having after infinite pother completed a municipal grain elevator at Montreal, the Canadian government has undertaken to construct another at the Port Colbourne entrance to the Welland Canal. Now that Canada has fairly entered upon a program of "municipal trading" in grain handling, public opinion there will no doubt indorse this further step toward the improvement of her existing water routes for grain. If, however, such a house is necessary at Port Colbourne (and the new elevator is to be a model of construction and equipment), is it not strange that private enterprise has not hitherto provided it? As a rule, government in some form not interfering, private initiative is

always sufficient for the development of any enterprise in which there is a promise of profit; and where there is no prospective profit, in commerce, government initiative seldom improves matters. However, as Americans are large beneficiaries of the facilities of Canadian grain water routes, one should not be hypercritical, but agree readily with the Toronto Globe in saying that, "If the government was justified in completing the canal [which was originally begun by Wm. H. Merritt and others as a private enterprise], surely it cannot be blamed for building an elevator at a crucial point to increase its usefulness as part of a grain transportation route."

Only let it be hoped that the experience of building the Montreal structure has been such that the new house will be erected promptly and without all that ridiculous meddling of in-experts on official boards that at one time all but promised to make that enterprise a farce.

### UNIFORM BILL OF LADING.

At the risk of triteness reference is again made to the uniform bill of lading in order to call attention to the able paper by Mr. Sale of Bluffton, Ind., printed on another page, wherein the bill is discussed as a negotiable instrument from the standpoint of the banker. It is this one point of view par excellence that gives supreme interest to the grain dealer in the effort of the roads to foist this indefensible document upon the shipping public. The grab the roads mean to take by it in rates and the shirking of their responsibility as carriers to protect the goods entrusted to them might both be ignored if need be; the increase in rates would have to come out of the grower, and the grower and the consumer alike would divide the cost of insurance of the grain in transit; but the refusal of the banks to handle "uniform bills" for grain because of their non-negotiable character would at once destroy the entire financial machinery now in operation for the merchandising of grain and for the time being paralyze the trade.

The present system is none too satisfactory to bankers at best, in view of the courts' decisions on the responsibilities banks assume in handling grain dealers' paper as they now do; but, as Mr. Sale points out, the objections raised by bankers to the present system of financing the grain movement might readily be overcome by the concerted action of the trade, the banks and the carriers, who could make a bill of lading that would facilitate business for all parties. But the roads now say, No; we mean to protect ourselves although we may also destroy your present system unless we are paid not to do so; and they offer no substitute.

In effect the uniform bill of lading, as here remarked before, would, therefore, in a comparatively short space of time, destroy the business of small shippers, because it would compel them to forego their insurance or pay an extra freight charge that would put them out of competition with the big men who could afford to "carry their own insurance" in transit; while the non-negotiable feature of the low rate bill would destroy their banking facilities and force them to greatly increase their working capital or assume the risks of loss that a semi-credit business forced upon them would entail.



## EDITORIAL MENTION

Ye bucket-shop getteth it daily in' ye neck; but it's a stayer, just the same.

Good cribs mean good corn next May. See that your farmer friends build theirs right.

Preach the doctrine of expert seed corn selection now; it will pay you good interest at next harvest.

The uniform bill of lading is badly disfigured and a few more good punches should put it out of the ring.

The National Hay Association will next year hold its annual convention in July, instead of June, as has hitherto been the case.

One who would forecast the crop should not be a speculator, for the same reason that doctors never take their own medicine.

It would stimulate inventive genius to have a prize offered to the man who would formulate an infallible rule for making a crop estimate.

It's a good time to subscribe for the "American Elevator and Grain Trade." Take it home with you from the elevator at night, for the winter evenings.

There's nothing mysterious about pedigreed seed; the thing is to make farmers understand that it is as important with corn as with a beef animal or a dairy cow.

Since the visit of the Chicago Board of Trade members to their village, the Igorrotes at the St. Louis World's Fair believe that there must be something doing when the pale face "goes on 'change."

The theorist, says Pope & Eckhardt Co., "is not as good a judge of values as the active, intelligent merchant." Very true; but what would the theorist think of himself if he believed that?

"The Farmers' Elevator at Hartney has been obliged to give security to the Dominion government to the amount of \$9,500 that it will carry out the provisions of the grain act." Is this another case of the "biter bitten?"

The fall meeting of the Ohio Grain Dealers' Association will be held at the Great Southern Hotel, Columbus, on Tuesday, October 25. An interesting meeting is in preparation and the attendance should be large. The visitors will be entertained as usual at lunch.

A farmer living near Marion, N. D., has built himself a grain elevator for storing his own products. It is a complete house, with gasoline engine, elevator from the dump, loading spout and so forth. "And now," says a neighbor, "when the price of grain doesn't suit him, he puts his crop in his elevator and 'soaks him-

self' for the carrying charge." Sensible farmer. Would there were more like him; there'd be fewer chronic grouchers.

The farmers are going into the savings bank business at Wilton, Iowa. Some of these country bankers, who are busy promoting co-operative elevator companies in order to get their banking business, or into the grain trade, may get a taste of their own medicine sooner or later.

It may not please a certain class of people, but a Connecticut judge has ruled that the circulation of a black list of debtors and crooked patrons by an association of business men among its members only is lawful and not libelous, provided that no name is listed where a claim is disputed or contested.

Secretary Coburn of the Kansas State Board of Agriculture has added another to his unique monographs on the agricultural industries of that state. The present book is an exhaustive treatise on "Potato Production," of which it need only be said that it maintains the secretary's past reputation for authority and exhaustiveness.

Have you bought that grain drier yet? Remember, you may as well earn the profit on drying corn as the buyer in town, and there is enough of it to pay many more dealers than usually consider it worth while in their business. Though corn of this crop should be good, there's always enough of it marketed damp, especially in the winter, to make drying profitable.

R. P. Roblin, premier and agricultural minister of Manitoba, sent his "Me, too," to Watson & Co. when Jones slaughtered the wheat crop and the bulls busted the china shop; but now all the opposition papers in Canada are taking his hide off, metaphorically speaking, with small pincers, calling his conduct "grossly indecent." This is hard, because it is not so sure his "Me, too," was so very far off.

Everyone interested in hay this year should congratulate himself. The crop is a big one and prices are good, and likely to remain so. The only shadow over the prospect is the present and prospective shortage of cars. The carriers are taking a dollar a ton more for the freight than they are entitled to and giving a proportionately "bum" service in some states, but that can't be helped just now; so make the best of it. Only don't try to bite off more in contracts to ship than you know you can "chew."

The meeting of the Interstate Commerce Law Convention called for September 20 was by request postponed until October 28, when it will be held at St. Louis. In view of the fact that the Republican campaign managers have promised their influence to secure amendment of the commerce law in the way this convention desires, the committee in charge, of which E. P. Bacon of Milwaukee is chairman, is of the opinion that a strong demonstration on the part of the trade organizations represented in the convention, prior to the assembling of Congress, followed up by direct appeals of shippers to their representatives

in Congress, will much hasten this great reform of the commerce law and make the Commission a militant force in interstate commerce control. The meeting should be liberally attended.

It is reported that some country dealers have been accepting the uniform bill of lading since it went into tentative use on October 1. As the Pittsburg Grain and Flour Exchange and the Baltimore Chamber of Commerce have both directed their members to refuse payment on all drafts with such bills of lading attached, indicating the attitude of the exchanges and banks to this bill of lading, the dealer who accepts such a bill of lading is deliberately committing business suicide.

The Toledo Produce Exchange directory has endorsed the following:

Resolved, That the members of this Exchange refrain from bidding or recognizing scoop shovelers, and it is the sense of this board that when any grain dealer has an elevator equipped for the proper handling of grain he be recognized as a legitimate dealer, whether he belongs to an association or not.

This is all right, except that co-operatives that put their people under a penalty not to deal with regular dealers, thereby proclaiming a piratical purpose, should be looked upon, at least with suspicion.

The Minnesota state inspection department officers profess to be "amazed at the action" of the Buffalo grain dealers in refusing to accept Minnesota inspection certificates for wheat. They ought not to be, remembering the kind of stuff they inspected out at the latter end of last year's crop. The truth seems to be that the inspectors rather "overdid it" for the benefit of Minnesota shippers, and the Buffaloes got the "sore neck." That's all; and they mean to look out for their own No. 1 this season; not the other fellow's No. 1.

The I. & M. Canal has done a fair grain business this season between Joliet and Peoria, but all the canal houses have felt the need of more boats in the trade. It is to be hoped that Congress will be appealed to this winter, after the elections are over, to do something for this ditch—the connecting link between the new Hennepin Canal, now about ready to do business, and Lake Michigan. An enlargement to Hennepin Canal size would be ample for the present, and would cost but a fraction of that of ship-canalizing the Illinois River, as contemplated.

Those millers or grain dealers in the Northwest who have been indulging the hope that it would be an easy matter readjusting the wheat duty so that American mills could grind or American grain buyers could handle Canadian grain, have received a setback, no doubt, in the behavior of the senator from North Dakota, who has stirred up a tremendous row, so to say, because the appraisers of customs have declared that frozen wheat is not commercial "wheat" and reduced the duty on that kind of feedstuff to 10 cents per bushel instead of 25 cents, as reported on another page. The attitude of the North Dakotaians in this matter is emphatic notice that any attempt to lower or abolish the



duty, under present crop conditions at least, would be a most strenuous undertaking, however cogent the reasons for so doing.

The National Hay Association urges its members to "address letters to the candidates in your congressional district and secure from them an expression of how they stand upon the subject of amendment to the interstate commerce law, and report to the secretary." This is business politics of the practical sort.

The wheat area of Great Britain has, this season, again decreased—a little over 200,000 acres, or about 13 per cent. But as no one in England is apparently suffering for food on that account, why worry? If the British farmer can do better by raising fodder for milch cows than by growing wheat, who is the loser? Not he, nor the growers of surplus wheat in other countries. This worry about work for work's sake, happily, the English farmer, at least, has got beyond; he apparently is content to get the most he can of good things with the least amount of effort.

As a matter of curious interest, there is printed elsewhere the "statement of case" from the brief of the attorney-general of Kansas in the prosecution of the appeal of Mr. E. J. Smiley to the United States Supreme Court, charged with "operating a trust," or something of that sort. The statement does not strike one as a particularly strong one, especially as it nowhere appears that Mr. Smiley was at all interested in the buying or selling of grain, or had any power to run a trust or control grain prices in any way in or out of Kansas. No wonder the attorney-general has employed two additional attorneys to assist him in the case.

Ocean grain carriers are rapidly deserting our Atlantic and Gulf ports for Black Sea, Argentine and Indian ports, which are now getting the Continental and British import orders for wheat at unexpected prices for shippers there. New York shipping men say that not in a decade have the merchantmen been enabled to maintain the figures now prevailing for October to year-end despatch from India, Egypt, the Black Sea and Argentina to the west coast of Europe, including the Baltic ports. The central aim, they say, seems to be that of getting the grain landed at its destination, the cost of transportation being quite a secondary consideration.

The wail that occasionally goes up from "farmers' friends" and flash farmers' papers that farming has gone to the bow-wows because, forsooth, some country grain dealers are making a living, receives a frequently repeated jolt by the sale of corn lands at prices that mean that at least somebody has faith in farming as a business. Without stopping in Illinois to find evidence, which is plenty enough, one may quote from Orange Judd Farmer that, "A 300-acre farm in Marshall County, Iowa, recently sold for \$24,000 cash. Three years ago [only one crop of corn in that time?] this same land was bought for \$15,000. Another farmer within a short distance of a moderate-sized village refused \$150 an acre for a quarter section of land. Does not this indicate rural prosperity and a faith in the productive capacity

of deep prairie soils? The man who two years ago held that the advance in land values was unnatural cannot now be found. There is a basis for better prices—improved seed, better tillage and diversified farming."

This is not a "bumper" corn year, but there will be enough to keep all dealers busy getting it from the farmer to the consumer, and prices are likely to be good enough to keep the new crop moving nicely all winter long, if the weather is reasonably decent, in spite of the physical difficulties of handling uncured corn. The American demand for corn is so big that with old corn about used up it will require new grain, as soon as it can be had, to supply the fall and winter calls from the mills, glucose works and distilleries, to say nothing of the feeders. There is also some sign of an awakening foreign demand. This is sure to come if the price gets low enough, so that we may put the minimum price here at the maximum Europe will be willing to pay for our surplus. Dealers will, therefore, get their houses in order, including their driers, and prepare for a busy winter's and spring's work.

The daily newspapers' railway reporters are just "catching on" to the importance of the Interstate Commerce Commission's decision on the allowances by railways to transfer elevators made some weeks ago. They say the railways complaining against the U. P.'s and Rock Island's (of Texas) and the Santa Fe's (in Texas) practice in this regard will compel them to make similar allowances; but, bless us, they swore at the hearing nearly a year ago that they were then doing it and wanted to quit because the allowances amounted, in the view of railway experts, to a rebate. Unfortunately, the Commission could not see it in that light; and the favored buyers of grain who own terminal elevators and are paid the allowances for unloading their own grain into their own houses are immovably anchored to one of the nicest, most profitable and potentially monopolistic railway privileges that may be imagined. And railway treasuries "pay the freight," while the "small fry" will watch the procession.

The New York Evening Post's explanation of the "crop expert's" methods is simple enough; but, taking corn, for example, how many experts, or how many farmers, know the stand of growing corn in exact figures, even when they "look at the fields?" A practical inquiry of this nature actually made by the Bloomington Pantagraph revealed some very curious facts, that surprised even good farmers. In computing the stand of corn in 100 hills the Pantagraph counted out 1 per cent for every missing hill and  $\frac{1}{2}$  per cent for every hill of only one stalk. Then taking eleven first-class farms in McLean County and crediting excess stalks (three or more per hill) it found by this method that the actual stand was only 87.93 per cent. Now this is pretty exact, if not illuminating, at this moment, as to yield; but the point is, how many experts mark off 100 hills and find out by counting how many of this 100 are missing, how many contain but one stalk, how many two stalks, how many three stalks, and so on? And how many repeat this in three or more rep-

resentative parts of the field, and in many fields in all parts of the corn belt? Very few, we take it; but how else can one know exactly? And as it has been said, it is only by taking the actual stand of corn, ascertained by counting for several years in succession, that one should find out what per cent is meant by an average stand, by a good stand and by an extra good stand, and thus have definite standards of comparison, just as is done in the yield per acre. The crop expert may have the gift of clairvoyance; but unless he has some power of second-sight, common people on the fence watching the game will keep on thinking that "crop experting" is jolly and sometimes very profitable guessing; but that it cannot be anything else but guessing.

One noticeable fact of the Northwestern news is the alarming number of embezzlements by line grain company agents and their flight, either with their employers' money or to avoid arrest for squandering it on themselves. Of course, it is useless to moralize on these unfortunate affairs; but line companies should ask themselves seriously whether they are really paying their agents salaries enough to "lead them not into temptation." When one considers the high cost of living and the flare financial success makes in the eye of the world at a time when the daily press bows down more surely to riches, no matter how gained, than to moral worth, it is a wonder, not that men with families, paid under \$75 a month for exacting and responsible services and chargeable with all shortages, go wrong, but that the vast majority of them keep right. The fall at last, as has happened, of old employes, found tried and true thro' many years, shows how terrible must have been to them the temptation so long resisted, but at last irresistible. "Business is business," but the employment of men to handle large sums of money is accompanied with its moral responsibilities, too.

The Harroun scandal at St. Joseph is comparable, as an episode in the grain trade of recent years, only with the failure of Eppinger, Ettlinger & Co. of San Francisco, a year or more ago. Both cases are remarkable for their flagrant abuse and inexplicable destruction of a personal credit so high that men sustained by an unflinching honesty might have used it to retrieve fallen fortunes or to rescue them from the effects of embarrassment which their dishonesty has made but more fatal and well deserved. "Nothing succeeds like success." Both Harroun and the San Francisco people had had the habit of success along legitimate lines; and yet in their exposure they each present a case that seems to defy analysis. That men who had nerve to enter upon as bold a program of fraud as either of these men did should have feared to confess a pecuniary embarrassment from which their bankers, Harroun's more especially, would gladly have rescued them, shows how fearful a thing is the human mind, within whose secret chambers lurk the forces that on occasion spring out to drag character to perdition by forcing the man to choose the wrong when in his secret soul he must have felt that the right were the better, even from the pitiable monetary point of view.



## TRADE NOTES

It is announced that an addition will be built to the plant of the Jeffrey Mfg. Co. at Columbus, Ohio.

The Burrell Manufacturing Company of Bradley, Ill., has increased its capital stock from \$10,000 to \$25,000.

The Detroit Graphite Mfg. Co. of Detroit, Mich., has moved its St. Louis office to suite 1110 Missouri Trust Bldg.

Extensive improvements are being completed by Sprout, Waldron & Co., in their plant at Muncy, Pa. The woodworking department has been enlarged and an additional story is being placed on the machine shop.

Lind, Rud & Co. of Minneapolis have a contract to build a 20,000-bushel elevator and a storeroom at Sowages, Minn., for the Stewart Elevator Co. They also have a contract for a 15,000-bushel house for the Clausen Grain Co. at Sholes, Neb. The latter contract includes a modern engine house, which will contain a 5-horsepower gasoline engine.

The N. P. Bowsher Co. of South Bend, Ind., report they are gratified with the increasing number of visitors at their exhibit, Block 10, Aisle G, Agricultural Building, World's Fair. Not only millers and grain dealers are among the visitors, but stockmen and feeders by the score, and the Bowsher Co. say there is going to be feed grinding done in many localities this fall and winter where very little attention has been paid to it heretofore.

The Iowa Grain & Manufacturing Company of Odebolt, Iowa, make a car mover that is claimed to be superior to any other appliance for this purpose. It is known as the Special Car Mover and is sold at the low price of \$5. When using this device the operator stands alongside of the car and not behind it, as with the old-style movers. In this way he is not subjected to the danger of being maimed or killed by having the car backed over him. Particulars about the Special Car Mover will be cheerfully furnished to all who write for them.

A special booklet, "Appliances for Power Transmission," has been issued by The Wolf Co. of Chambersburg, Pa., giving prices and particulars of the line of power transmission appliances they manufacture. The booklet is of convenient pocket size, 3½x6 inches, and is illustrated with line drawings and halftone cuts of the various specialties. Tables of weights, dimensions and prices and a complete cipher code for telegraphic orders are features of this comprehensive little catalogue, a copy of which may be had by writing the company direct.

The Richmond City Mill Works of Richmond, Ind., say that trade conditions are satisfactory and that prospects are good for a lively fall business. In addition to a large number of orders for flour mill machinery the firm is receiving many calls for feed grinding machinery for use in elevators. A comprehensive line of these machines is carried by the firm and includes burr grinders and iron grinders for all kinds of chop feed. Under the present aggressive management the Richmond City Mill Works continues to occupy a leading position in the trade, as it has done for the past 25 years.

A handsome catalogue devoted to the Davis Gas and Gasoline Engines is being sent out by the Waterloo Motor Works of Waterloo, Iowa. The book is 6½x9½ inches in size and is printed in two colors, red and black. It contains 25 pages, which are devoted to an exhaustive description of the Davis Engine and its work under varying conditions. Various types of the engine are shown, as are the more important features on which the claims for superiority of the Davis are based. Numerous testimonial letters show that users of this engine are enthusiastic regarding its operation.

Intending purchasers are requested to write for a copy of this catalogue.

The page advertisement in this issue of C. A. Burks, the elevator broker of Decatur, Ill., contains the largest list of elevators ever offered for sale by an individual broker. Mr. Burks devotes his entire time and attention to selling grain elevators, mills, coal and lumber yards, and having been for years in the grain and allied business he is especially able to judge of properties and give good value to those who desire to make a change or engage in the grain trade.

Grain dealers who are interested in the subject of corn crushers should write the Sullivan Machinery Co., Railway Exchange, Chicago, for a copy of the booklet describing the Sullivan Corn Crusher. This booklet gives detailed descriptions and prices of the various styles of crushers. A number of pages are devoted to testimonial letters, and a list of users in different states is given, so that intending purchasers may investigate the crushers thoroughly if they so desire.

The Barnett & Record Company of Minneapolis have a full-sized section of their patented tile grain bins on display in connection with the exhibit of the National Fire Proofing Company at No. 37 "E" Street in the Palace of Manufactures, World's Fair, St. Louis. During the past six years the Barnett & Record Company have successfully built a total capacity of 15,000,000 bushels of this style of grain storage. The trade in general is cordially invited to inspect the exhibit at St. Louis.

One of the most complete catalogues of elevating and conveying machinery is that of Kay-Pim Mfg. Co., St. Louis, Mo. It is a 125-page book, 9x6 inches, and gives particulars and prices of the grain-handling machinery manufactured and carried by the house. A feature of the catalogue is the number of illustrations it contains. It also has a complete index, which makes it handy for ready reference. Elevator owners who may desire a copy of the book should write the Kay-Pim Mfg. Co. to that effect. It will be sent free.

Harris Scotten Co. of Chicago will operate in the Illinois Central Elevator D, at New Orleans, the largest grain drier ever constructed. This machine will occupy ground space 30x45 feet, and will be 47 feet in height. Its daily capacity will be fifty to fifty-five thousand bushels of low-grade corn, which is to be dried for export. Some idea of the magnitude of this apparatus may be gained from the fact that it will contain 27,000 lineal feet of 1-inch steam pipe, through which will be passed every minute 110,000 cubic feet of fresh air, which, when moderately warmed, is forced through the grain by six immense blowers, all of which are upon one shaft. The drier will contain at one time between five and six thousand bushels of grain, and so simple is the apparatus that it is manipulated by one man with ease. The grain is all exposed to view during the operation of drying and cooling, and perfect control of the temperature, air supply and the movement of grain is in the hands of the one operator. This drier will be placed immediately adjoining elevator "D," into which elevator corn for the drying operation will be unloaded. The rules of the Board of Trade of New Orleans have recently been changed, permitting the handling of low-grade corn in export elevators when equipped with drying facilities, hence the former expense of maintaining two elevators to handle the low grades may be avoided. The Hess Warming & Ventilating Co., who are constructing this drier, tell us it will be ready for operation about December 1.

The current year, says Dun's Review, "has been especially favorable to the farmers since prices were high early in the season before the crops had passed into the hands of middlemen, elevators or speculators. Usually the producer receives only moderate returns and the big profits are made by subsequent handlers of the crops, but this year the situation is calculated to greatly enrich the farmers, and this will encourage extension of agriculture throughout the country."

## BOOK NOTICES.

"Business Short Cuts" in accounting, bookkeeping and indexing, advertising, correspondence, etc., is a compilation by the board of experts in the office of the "Book-Keeper and Business Man's Magazine," the scope of which is best told by a few of the chapter headings: "Rules for locating errors in trial balances," 54 of them; "Rules for detecting transposition of dollars and cents;" "Labor-saving method for obtaining trial balances;" same for "recording bank deposits and check withdrawals;" figuring percentages, system for handling drafts, some points about checks, arithmetical short cuts, and so on ad lib., making it a really most valuable bookkeeper's desk companion, useful in many ways.

"Manufacturing Cost," by H. L. C. Hall, is another book "off the same piece," but is even more unique, being something entirely new and novel in the line of cost-keeping literature, as it is almost entirely devoted to a practical exposition of the principles of the science (for it is a science), and the application of these principles to ordinary manufacturing requirements.

Both books can be heartily recommended to bookkeepers in charge of complicated systems of accounting. Both are of handy size (5x7½ inches), well printed and bound, "Business Short Cuts" in boards with paper sides (selling for \$1), and "Manufacturing Cost" in cloth (price \$3), and both are published by the Book-Keeper Publishing Co., Detroit, Mich.

"Self-Propelled Vehicles" is a practical treatise on the automobile, with illustrations by J. E. Homans, A. M., published by Theo. Audel & Co., educational booksellers, New York. In its 644 pages of text are crowded not only an apparently complete exposition of the general principles of automobile construction and operation, including steering devices, underframes, wheels, tires, bearings, lubricators, but also an exhaustive account of the theory, construction and operation of gas engines, occupying over 100 pages. Probably the most interesting feature of the book is the extensive chapter devoted to the description of leading types of gasoline vehicles, including the most important of American build. In this chapter the reader is informed as to the details of the transmission and control apparatus in each case. The chapters on electric vehicles are also exhaustive, and certain to prove of practical use to the owner and chauffeur. All necessary information as to construction and management is given, and the merits of several types of steam carriage also are fully set forth. The book closes with a chapter on "Gasoline Vehicle Management," excellent for its completeness and "useful hints"; another on gasoline cycles that covers the general principles involved in this type of motor. An exceedingly full index puts its contents into "ready reference" shape, an advantage of no small importance in view of contingencies sometimes happening in the use of the 'mobile. The book is bound in black vellum, with gilt top, is of 8vo size, and is sold for \$2 by the publishers.

State Demurrage Rules is the title of a compilation and digest made for the National Hay Association by John B. Daish, president of the American Shippers' Association, of the state demurrage rules now in force. Some ten or fifteen states have statutes providing that the common carriers shall furnish adequate facilities, and in an equal number of states, either by virtue of a statute or the authority given a state railroad commission, provision is made for the supplying of cars within a definite length of time, for prompt placing, for notification, and in some instances for movement at a specified rate per day. These rules or laws are here gathered in convenient form for use. The price is \$1.

We have been receiving the "American Elevator and Grain Trade" for some time, and must say we find it to be without exception the best journal covering the grain trade we have ever read.—Harry Heile & Sons, Cincinnati.



## VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Oct. 8, 1904, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore.....	975,000	94,000	308,000	48,000	
Boston.....	80,000	132,000	485,000		
Buffalo.....	788,000	381,000	805,000	230,000	811,000
do. afloat.....					
Cbicago.....	2,318,000	2,034,000	4,548,000	686,000	42,000
do. afloat.....					
Detroit.....	296,000	111,000	322,000	36,000	39,000
do. afloat.....					
Duluth.....	3,348,000		2,681,000	155,000	1,667,000
do. afloat.....					
Ft. William.....	921,000				
do. afloat.....					
Galveston.....	193,000	23,000			
do. afloat.....					
Indianapolis.....	287,000	62,000	85,000	2,000	
Kansas City.....	2,019,000	40,000	266,000		
Milwaukee.....	177,000	14,000	629,000	3,000	532,000
do. afloat.....					
Minneapolis.....	2,588,000	12,000	4,899,000	98,000	846,000
Montreal.....	46,000	34,000	224,000		4,000
New Orleans.....					
do. afloat.....					
New York.....	849,000	148,000	1,657,000	156,000	78,000
do. afloat.....					
Peoria.....		1,000	1,505,000	2,000	3,000
Philadelphia.....	194,000	10,000	186,000	1,000	
Port Arthur.....	611,000				
do. afloat.....					
St. Louis.....	3,134,000	27,000	1,071,000	8,000	23,000
do. afloat.....					
Toledo.....	309,000	283,000	1,604,000	9,000	1,000
do. afloat.....					
Toronto.....	3,000		4,000		
On Canal.....	120,000	120,000	555,000		196,000
On Lakes.....	1,541,000	1,029,000	604,000	65,000	1,062,000
On Miss. River.....					
Grand total.....	20,797,000	4,755,000	22,538,000	1,499,000	5,301,000
Corresponding date 1903.....	20,868,000	8,398,000	6,821,000	968,000	4,059,000
Weekly Inc.....					
Weekly Dec.....					

## FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 14 months ending with Sept., as reported by Chas. F. Lias, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1904-05.	1903-04.	1904-05.	1903-04.
August.....	277,990	345,226	200,620	97,809
September.....	310,000	102,620	119,049	162,900
October.....		530,960		166,049
November.....		708,953		44,057
December.....		250,979		78,274
January.....		307,976		90,906
February.....		212,736		60,764
March.....		412,554		42,694
April.....		68,000		28,326
May.....		90,100		34,079
June.....		453,467		15,055
July.....		165,769		45,931
Total bushels.....	587,990	3,649,340	319,669	866,544

## RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending Oct. 12 has been as follows:

SEPT.	NO. 2. WHT.		NO. 1. NO. 2.		NO. 2 CORN.		STR. OATS.		NO. 2 RYE.		NO. 2. WHT.	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
12.....	1.11	1.13	1.16	1.18	52½	53½	32½	33½	74	75	1.28	1.28
13.....	1.15½	1.18	1.18	1.20	54½	54½	32½	33½	75½	76	1.28	1.28
14.....	1.16	1.18	1.22	54	54	33	33½	76½	76½	1.27	1.27	1.27
15.....	1.15½	1.17½	1.18	1.20	53½	53½	33	33½	76	76	1.26	1.26
16.....	1.14½	1.16½	1.20	1.22	52½	52½	32½	33½	76½	76½	1.25	1.25
17.....	1.11½	1.14	1.18	1.18	51½	51½	32½	33½	75½	75½	1.24½	1.24½
18.....	1.10	1.12½	1.18	1.18	51	51	33	33	75½	75½	1.24½	1.24½
19.....	1.11	1.12½	1.18	1.20	52½	52½	32½	33½	75	75	1.25	1.25
20.....	1.10½	1.12½	1.18	1.20	52½	52½	32½	33½	75	75	1.25	1.25
21.....	1.10½	1.12½	1.18	1.20	52½	52½	32½	33½	76	77	1.15½	1.15½
22.....	1.11½	1.14	1.20	1.20	52½	52½	31½	32½	77	77	1.15½	1.15½
23.....	1.11½	1.14	1.20	1.20	52½	52½	31½	32½	77	77	1.15½	1.15½
24.....	1.13½	1.15½	1.20	1.22	52½	52½	31½	31½	77	77	1.15½	1.15½
25.....	1.11½	1.15½	1.20	1.20	52½	52½	31	31	77	78	1.15½	1.15½
26.....	1.11½	1.13½	1.20	1.20	52½	52½	31½	32½	77½	77½	1.16½	1.16½
27.....	1.12½	1.14	1.20	1.20	52½	52½	31½	32	77	78	1.17	1.17
28.....	1.11½	1.13½	1.18	1.20	52½	52½	31½	32	75	75	1.18½	1.18½
29.....	1.11½	1.13½	1.20	1.20	52½	52½	32	32½	78	78	1.17½	1.17½
Oct:												
1.....	1.12½	1.13½	1.20	1.22	52½	52½	32	32½	80	80		
2.....	1.12½	1.14	1.20	1.21	53	53	32	32½	80	80		
3.....	1.12½	1.13½	1.20	1.20	53	53	32	33	80½	80½	1.16½	1.16½
4.....	1.10½	1.12½	1.18	1.19	53	53	31½	32½	80½	80½	1.16	1.16
5.....	1.09½	1.11½	1.12	1.15	51½	54½	31½	31½	80	80	1.14	1.14
6.....	1.10	1.12	1.15	1.17	50½	50½	30½	32	80	80	1.14½	1.14½
7.....												
8.....												
9.....												
10.....	1.10½	1.11½	1.15	1.17	50	50	30½	31½	80	80	1.14½	1.14½
11.....	1.09½	1.11½	1.16	1.17	50½	51	30½	31½	79	80½	1.15	1.15

†Holiday.

During the week ending September 16, Prime Contract Timothy Seed sold at \$2.92½@2.95 per cental; Prime Contract Clover Seed at \$11.50@11.85.

During the week ending September 23, Prime Contract Timothy Seed sold at \$2.75@2.90 per cental; Prime Contract Clover Seed at \$11.50@11.85.

During the week ending September 30, Prime Contract Timothy Seed sold at \$2.70@2.75 per cental; Prime Contract Clover Seed at \$12.15@12.25; German Millet at \$0.75@0.90.

During the week ending October 7, Prime Contract Timothy Seed sold at \$2.65@2.70 per cental; Prime Contract Clover Seed at \$12.15@12.25; German Millet at \$0.75@0.90.

## RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of September, 1904:

**BALTIMORE**—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1904.	1903.	1904.	1903.
Wheat, bushels.....	514,359	403,320		251,660
Corn, bushels.....	247,815	655,630	2,900	297,748
Oats, bushels.....	391,666	308,472	50	56
Barley, bushels.....	817			
Rye, bushels.....	55,831	74,650		25,713
Timothy Seed, lbs.....	31,177	29,082	656	
Clover Seed, lbs.....	2,710	916		
Hay, tons.....	5,298	4,401	719	1,068
Flour, bbls.....	169,829	408,145	89,035	376,131

**BOSTON**—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1904.	1903.	1904.	1903.
Flour, bbls.....	130,015	152,323	50,871	63,581
Wheat, bushels.....	49,800	24,600	181,269	110,062
Corn, bushels.....	215,725	184,392	93,783	154,287
Oats, bushels.....	1,058,918	602,379	21,355	24,848
Rye, bushels.....	3,248	3,428		
Barley, bushels.....	833	26,139		16,517
Flax Seed, bushels.....	550			
Mill Feed, tons.....	1,449	1,039	77	78
Commeal, bbls.....	4,694	2,052	572	2,408
Oatmeal, bbls.....	9,123	8,604	3,060	654
Oatmeal, sacks.....	12,860	6,422	5,320	16,355
Hay, tons.....	13,710	8,640	169	305

**BUFFALO**—Reported by F. Howard Mason, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1904.	1903.	1904.	1903.
Wheat, bushels.....	1,214,018	2,310,593	624,800	1,056,800
Corn, bushels.....	6,404,893	5,966,155	5,304,000	3,438,000
Oats, bushels.....	2,601,983	3,025,077	694,000	1,309,000
Barley, bushels.....	1,141,430	660,000	153,000	193,000
Rye, bushels.....	40,452	122,950	10,000	59,000
Timothy Seed, lbs.....				
Clover Seed, lbs.....				
Other Grass Seed, lbs.....	8,737	19,888		
Flax Seed, bushels.....	2,229,924	700,900		
Broom Corn, lbs.....				
Hay, tons.....				
Flour, bbls.....	2,432,446	7,023,144		

**CHICAGO**—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1904.	1903.	1904.	1903.
Wheat, bushels.....	4,148,154	3,785,375	1,962,428	1,874,597
Corn, bushels.....	15,001,346	14,696,616	12,361,629	10,979,355
Oats, bushels.....	7,419,925	5,871,575	3,071,094	5,549,683
Barley, bushels.....	3,530,187	2,292,134	311,683	119,770
Rye, bushels.....	229,037	172,725	87,760	15,695
Timothy Seed, lbs.....	17,614,055	12,613,966	6,676,480	11,230,765
Clover Seed, lbs.....	918,662	355,357	393,621	746,970
Other Grass Seed, lbs.....	1,661,686	2,605,665	7,282,796	1,146,909
Flax Seed, bushels.....	308,171	142,837	119,795	20,765
Broom Corn, lbs.....	806,942	447,800	515,770	761,730
Hay, tons.....	19,807	16,594	1,251	1,086
Flour, bbls.....	636,519	664,278	410,719	389,637

**CINCINNATI**—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1904.	1903.	1904.	1903.
Wheat, bushels.....	132,433	22,595	132,231	156,567
Corn, bushels.....	724,510	519,686	415,176	274,089
Oats, bushels.....	534,451	417,001	386,672	186,933
Barley, bushels.....	25,102	35,315	3,040	97
Rye, bushels.....	40,546	49,070	5,787	15,120
Timothy Seed, bags.....	30,606	23,648	11,039	12,099
Clover Seed, bags.....	2,224	2,152	1,505	1,414
Other Grass Seed, bags.....	13,864	8,986	12,296	6,891
Flax Seed, bushels.....				
Broom Corn, lbs.....				
Hay, tons.....	10,011	7,690	4,157	4,501
Flour, bbls.....	109,627	96,488	77,866	70,490

**CLEVELAND**—Reported by F. A. Scott, secretary of the Chamber of Commerce.

Wheat, bushels.....	86,241	53,612	26,058	42,403
Corn, bushels.....	557,274	600,367	390,098	215,654
Oats, bushels.....	1,393,433	426,555	759,202	402,600
Barley, bushels.....			833	600
Other Cereals.....	1,644	500	3,625	1,000
Flaxseed, bushels.....				
Hay, tons.....	4,359	6,215	1,205	78
Flour, bbls.....	5,952	5,790	2,395	2,200



# ELEVATOR AND GRAIN NEWS

## ILLINOIS.

The Farmers' Elevator at Cruger, Ill., is nearing completion.

M. R. Alsups's new elevator at Maroa, Ill., is rapidly nearing completion.

An addition is being built to the Rogers Grain Co.'s elevator at Graymont, Ill.

The Shellabarger Elevator Co. is making extensive additions to its plant at Milmine, Ill.

Joseph E. Potter of Galesburg, Ill., has purchased F. A. Miller's elevator at Douglas, Ill.

The Weston Grain Co. of Weston, Ill., has increased its capital stock from \$8,000 to \$10,000.

R. A. Harney has sold his grain elevator and warehouses at Millersville, Ill., to M. R. Connett.

H. Lesch & Co. of Washburn, Ill., have purchased two Hall Distributors for their elevator at that place.

James L. Smith's 75,000-bushel elevator at Dawson, Ill., is reported completed and ready for operation.

The Barnard & Leas Manufacturing Co. of Moline, Ill., recently purchased an improved Hall Distributor.

Frank Corey and James Moorhead have engaged in the grain, hay, flour and feed business at Dekalb, Ill.

B. F. Tucker, who recently returned to Morton, Ill., from Colorado, will re-engage in the grain trade there.

The American Hominy Co. has bought C. A. Davis' elevator at Stonington, Ill. The consideration was \$10,000.

The Fancy Prairie Grain and Coal Co. of Fancy Prairie, Ill., has increased its capital stock from \$8,000 to \$15,000.

Construction work on Bartlett, Frazier & Carrington's 30,000-bushel elevator at Thomas, Ill., is now in progress.

The Pleasant Plains Farmers' Elevator Co. of Pleasant Plains, Ill., has increased its capital stock from \$6,000 to \$8,000.

The Burrell Engineering and Construction Co. of Chicago is building a 20,000-bushel elevator at Clinton, Ill., for P. K. Chilton.

Titus Bros. have been buying grain and using a temporary dump while their elevator at Steward, Ill., was in course of construction.

The Mt. Pulaski Grain Co. has built an addition to its elevator at Mt. Pulaski, Ill. The new structure rests on a concrete foundation.

The machinery is being installed in Suffern, Hunt & Co.'s new 75,000-bushel elevator at Sadorus, Ill., and it will soon be ready for operation.

Ennis & Evans of Decatur, Ill., have purchased the elevators at Moweaqua and Radford, Ill., owned by Snell & Ponting. The consideration was \$25,000.

E. E. Stribling has awarded the contract to the Burrell Engineering and Construction Co. for a 20,000-bushel grain elevator to be erected at Dilsburg, Ill.

The Perdueville Farmers' Elevator Co. is building a 50,000-bushel elevator at Perdueville, Ill. The Burrell Engineering and Construction Co. has the contract.

Swearingen & Walker have commenced the erection of a new 30,000-bushel grain elevator at Glover, Ill. The Burrell Engineering & Construction Co. has the contract.

W. B. Cummings of Ransom, Ill., has purchased the Funk Elevator at Streator, Ill. He will operate it, handling coal, hay and feed in connection with the grain business.

The Drummer Grain Co., Gibson City, Ill., has been incorporated with a capital of \$6,000. The incorporators are: B. F. Holder, Henry Shields and Albert Gilmore.

George D. Laing of Dixon, Ill., has purchased Bartlett, Frazier & Carrington's elevator in North Dixon. W. R. Winders will continue in charge for the new owner.

E. R. Ulrich & Sons have sold their elevator at Lanesville, Ill., to Jacobson, Beal & Mansfield of Niantic, Ill. H. F. Priest will continue as buyer for the new owners.

The recently incorporated Windsor Grain Co. of Windsor, Ill., has bought Gould & Bruce's elevator at that place, possession being given October 10. The consideration was \$5,000. The new company is a farmers' organization. The only

regular dealers at Windsor now are Moberley & Co.

Seivert & Tegge Bros. have purchased C. H. Hopwood's elevator and grain business at St. Anne, Ill.

The Farmers' Elevator at Arcola, Ill., is being remodeled. The building is being enlarged, a new dump and new machinery put in and new corn cribs are being built.

The Neola Elevator Co. has built coal and lumber sheds near its elevator at Davis Junction, Ill., and will handle fuel and lumber in connection with its grain business.

W. H. Kiernan has sold his grain business at Galesburg, Ill., to James O'Connor. The new owner will carry on a coal and lumber business in connection with the elevator.

Peter Costello has sold his elevator at Blue Mound, Ill., to the National Elevator Co. of Indianapolis, Ind. Mr. Costello is said to contemplate investing in Idaho land.

A farmers' organization has been formed at Collison, Ill., to build a co-operative elevator. It is capitalized at \$6,000 and will do business under the style of the Collison Grain Co.

Allen B. Smith has sold his elevator, warehouses, cribs and dwelling at Rosemond, Ill., to Martin R. Corbett of Pana, Ill. Mr. Smith will engage in the grain business in Cincinnati, Ohio.

The Ocoya Farmers' Elevator Co. has taken over the elevator at Ocoya, Ill., recently purchased from Kirkpatrick, Lackland & Co. of Chenoa, Ill. William Worth has charge as manager.

The elevator at Weldon, Ill., owned by the Rogers Grain Co., has been undergoing extensive repairs. The greater part of the building was torn down and rebuilt, making it thoroughly modern.

The Shirley Farmers' Grain, Coal and Elevator Co. has completed its elevator at Shirley, Ill., and it is now in operation. William Hayes is president of the company and Frank Quinn is secretary and manager.

William F. Garver, dealer in grain, hay and feed at Decatur, Ill., is erecting a new 5,000-bushel granary in the rear of his present quarters. The new structure will be two stories high and 20x24 feet in size.

The Herron & Patterson Co. of Milford, Ill., is building a 25,000-bushel elevator on the new C. & E. I. cut-off at Bryce, Ill. The plans were prepared by the Burrell Engineering and Construction Co. of Chicago.

A co-operative elevator company has been organized at Arrowsmith, Ill., to do a general grain business under the name of the Arrowsmith Farmers' Elevator Co. It is capitalized at \$15,000 and an elevator will be built.

The Sparks Milling Co. of Alton, Ill., is erecting a 30,000-bushel steel storage tank near its present elevators in that city. The completion of the tank will give the milling company a combined storage capacity of 120,000 bushels.

The Fairland Grain and Lumber Co. has been granted a charter at Fairland, Ill., with a capital stock of \$5,000 to deal in grain and farm products. James C. Deere, James Watts and Thomas O'Neill are the incorporators. An elevator will be built.

William Murray is making extensive improvements on his elevator at Ludlow, Ill. It has been raised about fifteen feet, the cupola torn off and a large addition is being built to one side of the building. The enlarged and remodeled structure will be covered with corrugated iron.

The Garfield Grain and Coal Co. has been chartered at Garfield, Ill., with a capital of \$5,000. Thomas Whalen, William H. Jennett and J. J. Prendergast are the incorporators. The new organization has purchased Merritt Bros.' elevator and will operate it on the co-operative plan.

Gibb & Son's new elevator at Wing, Ill., will be 48x28 feet in size and 60 feet high and E. T. Holloway's new elevator will be 46x28 feet in dimensions and 50 feet high. These new houses will be modern in every respect and replace the two old elevators which have been torn down.

The three grain elevators at South Chicago, Ill., known as Elevator "C," "C Annex" and "D," operated under the style of the South Chicago Elevator Co., have been sold by the estate of the late Charles Counselman to John C. Shaffer, proprietor of the Chicago Evening Post. The consideration was \$1,000,000. The elevators are located at Ninety-third Street and the Calumet River in South Chicago and have a total storage capacity of 4,500,000 bushels. Two of them, "C" and "C Annex," are "regular" houses and "D" is irregular. They will be operated by a new company known as the Chicago and Rock Island Elevator Co., of which Mr. Shaffer is the principal stockholder. He also owns the only elevator at Cleveland, Ohio, a 1,000,000-bushel house known as the Cleveland Elevator. The Counselman Estate still owns a string of thirty-four elevators in Iowa and has control, by lease, of the two Rock Island ele-

vators at Sixteenth Street, Chicago. On October 3 a trust deed for \$1,000,000 was filed representing a 5 per cent loan on the property to run for 20 years.

The new 3-I Elevator at Kaukaee, Ill., which is being built for Bartlett, Frazier & Carrington by George M. Moulton & Co. of Chicago, is reported nearly completed. It consists of 24 storage bins, each 14 feet square and 57 feet high, with a capacity of 8,000 bushels, and a working house 42 feet square and 116 feet high, with a capacity of between 45,000 and 50,000 bushels. The new elevator will have a total capacity of about a quarter of a million bushels.

Nobbe Bros., grain dealers of Farmersville, Ill., state that they have purchased a tract of land at Litchfield, Ill., and intend to erect a large and modern grain elevator some time in the future. The firm will buy grain from farmers and also by the carload from grain dealers. The elevator will be arranged so as to unload, weigh and make returns on grain from Litchfield and then reload and ship it to any point desired. Litchfield has a number of railroads, and arrangements will be made for shipping over all of them.

The Burrell Engineering and Construction Co. of Chicago, Ill., has just finished two elevators at Homer, Ill., one for J. M. Current, a 40,000-bushel house, and one for J. H. Parrish of 50,000 bushels' capacity. The Parrish Elevator contains eight bins and is equipped with hopper scales, a car puller and two stands of elevators. Mr. Current's house joins his old elevator, both being operated by one engine. These two elevators are practically one house and together have seventeen bins with a capacity of 5,000 bushels each.

## EASTERN.

W. W. Copeland & Co. are building a grain elevator at North Hanson, Mass.

G. W. Hickox & Son, Batavia, N. Y., have installed an improved Hall Distributor in their elevator.

Alexander Haggart has erected a building and engaged in the grain business at Franklin, Mass.

A Mr. Camp has converted a building at Canaan, N. H., into a grain store and commenced business.

The Miner-Hillard Milling Co. has equipped its elevator at Wilkesbarre, Pa., with an improved Hall Distributor.

Extensive repairs and alterations have been made to the B. F. Parrott Co.'s grain store at Augusta, Me.

Scott M. Farnum is erecting a two-story building, 35x60 feet in size, at Lyndon, Vt., the lower floor of which he will use as a feed and grain store.

James Reichard, a grain dealer of Bloomsburg, Pa., has purchased a building in that city formerly used as a foundry and will convert it into a grain warehouse.

L. S. Boynton has sold his grain business at Russell, Mass., to Frank Frisbie of Blandford, Mass., possession being given October 1. Mr. Boynton will remove to California.

A. A. Prentiss & Co. have sold their grain store at Athol, Mass., to Potter & Co., another grain firm of that city. A. A. Prentiss will continue in charge of the store for the present.

The building at Middlebury, Vt., until recently occupied by the Middlebury Co-operative Creamery Co., has been remodeled by Thomas & Weeks, who will use it in connection with their other building in carrying on the grain and hay business.

The Columbia Milling Co., of which Ansel Purple is the head, has purchased George J. Kauffhold's grain, flour and feed business at Columbia, Pa. The store will be continued by the company as a local distributing point for its flour and other products.

The Pittsburg Terminal Elevator Co. has been chartered at Pittsburg, Pa., to carry on the business of storing grain in elevators and warehouses. The capital stock is \$5,000 and the directors are: Charles Donnelly Jr. of Pittsburg and Charles F. Shirk of New York.

The business of N. R. Moss & Bro., wholesale flour dealers at Wilkesburg, Pa., has been consolidated with that of the Jordan & Steenson Co., dealers in grain, hay and feed. The combined business will be conducted under the style of the Jordan-Steenson-Moss Co..

C. P. Blackburn & Co., grain receivers and exporters at Baltimore, Md., state that they expect to erect a new elevator there as soon as the dock district is reconstructed by the city. The two elevators operated by the firm were burned during the disastrous conflagration last February.

The grain, hay and flour business of Butman & Cressey at Lynn, Mass., has been incorporated and will be continued under the style of the Butman-Cressey Co. The change was made to acquire a greater working capital and thus increase and facilitate the business. The officers of the new cor-



poration are: President, W. W. Butman; vice-president, H. N. De Normandie, and treasurer, F. I. Cressey.

Charles E. Knowlton has sold his grain and phosphate business at Belfast, Me., to Herbert E. Bradman of East Belfast. Mr. Knowlton will devote his entire time to his real estate business. The grain business was established and conducted for many years by his father, the late L. A. Knowlton.

The Frey-Watkins Co. has been incorporated at Rochester, N. Y., with a capital of \$25,000, to do a general wholesale and retail grain, produce, coal, lumber and commission business. The directors are: John B. Frey, John W. Watkins, Louis S. Foulkes and Theodore D. Steinhausen, all of Rochester.

#### MISSOURI, KANSAS AND NEBRASKA.

E. W. Clossen will erect an elevator at Sholes, Neb.

A. L. Blanock, a grain dealer of Stotesbury, Mo., has moved to Neosho, Mo.

N. F. Carpenter has completed a 15,000-bushel grain elevator at Syracuse, Mo.

The Chambers-Lager Elevator Co. is remodeling its elevator at Centertown, Mo.

The Updike Grain Co. is increasing the capacity of its elevator at Creighton, Neb.

John W. Chatt is said to contemplate erecting a small grain elevator at Tekamah, Neb.

The Farmers' Elevator at Great Bend, Kan., has been reopened with Homer Kackley as manager.

The Claflin Mill and Elevator Co. of Claflin, Kan., has incorporated with a capital stock of \$60,000.

The Duff Grain Co. of Nebraska City, Neb., is said to be building a new elevator at Turlington, Neb.

The Centertown Milling Co. has leased a tract of land at Centertown, Mo., and is erecting an elevator.

J. T. Evans, grain and live stock dealer, has moved his headquarters from South Bend to Lincoln, Neb.

The Farmers' Grain Elevator Co. of Owensville, Mo., has completed its elevator. Harrison Gibson is manager.

Thomas E. Jackson and William J. Grundy are erecting a 6,000-bushel elevator and feed mill at Chillicothe, Mo.

Henry Roberts of Tekamah, Neb., is erecting an elevator at Hopper, Neb. It will be equipped with an improved Hall Distributor.

Wirt & Wirt have sold their elevator at Palmyra, Neb., to Joseph Whyte of Lincoln, Neb. The new owner has taken possession.

J. C. Wright & Son will erect a 5,000-bushel elevator at Papillion, Neb. It will be operated by a gasoline engine. This is the second new elevator planned for that town.

The Jamestown Co-operative Grain Co. of Jamestown, Kan., has asked the Kansas board of railroad commissioners to compel the Missouri Pacific Ry. to grant it an elevator site.

The Ewart-Wilkinson Grain Co., which has elevators at Lincoln, Wahoo and other Nebraska points, has bought the elevator at Rescue, Neb., paying \$4,000 for the same.

L. J. Marquardt has purchased the interest of his partner, August Thiele, in the grain elevator at Avoca, Neb., and has sold a one-half interest in the business to F. D. Buckman.

The Jones Grain Co. of Nebraska City, Neb., has nearly completed an elevator at Mynard, Neb., to replace the one burned on September 10. It will be modern in construction and equipment.

The Blue Springs Farmers' Elevator Co. of Blue Springs, Neb., contemplates establishing shipping stations at Taylor's Siding and Holmesville, Neb. Portable grain dumps and elevators are to be used.

An addition has been built to the Farmers' Elevator at Cedar Bluffs, Neb., increasing the storage capacity to 70,000 bushels. A 25-horsepower engine has been installed to operate the machinery.

The Farmers' Elevator Co. of Syracuse, Neb., is tearing down its old elevator and will erect a new one of 40,000 bushels' capacity on the site. The old building was too small for the needs of the town.

The Morton Grain Co. of Unadilla, Neb., has sold its elevator to the recently chartered Unadilla Farmers' Elevator Co. The farmers' company is capitalized at \$8,000 and was about to erect an elevator when the deal for the above house was made. The consideration is reported as \$5,000.

Work has been commenced on the erection of the J. Rosenbaum Grain Co.'s new 1,500,000-bushel elevator at Armourdale, Kan. The Macdonald Engineering Co. has the contract. The foundation will rest on 2,000 piles and the elevator will be of steel construction. The old Rock Island Ele-

vator will probably be torn down to make room for the new structure.

The manager of the Farmers' Elevator at Gretna, Neb., is said to be missing and there is reported to be a shortage in his accounts of between \$3,000 and \$4,000. The elevator is closed temporarily.

The Farmers' Co-operative Shipping Association of Sterling, Kan., has purchased an 80-ton, 46-foot Howe Railroad Track Scale, with Howe Patent Recording Beam, from the Borden & Selleck Co., Kansas City, Mo.

The Omaha Elevator Co. of Omaha, Neb., is reported to have let the contract to G. T. Honstain of Minneapolis, Minn., for the erection of a 15,000-bushel grain elevator on the Union Pacific spur near Brainard, Neb.

I. D. and A. W. Clarke have prepared plans for the erection of an elevator at Papillion, Neb. The town has been without an elevator for sixteen years, the old one having been destroyed by fire. The new house is to be built this fall.

The Elgin Farmers' Elevator Co. has taken over the elevator at Elgin, Neb., recently purchased from the Nye-Schneider-Fowler Co. and is operating it with E. Gailey as manager. The elevator has a capacity of 32,000 bushels and is modern in construction and equipment. The farmers' company is said to have voted to increase its capital stock to \$30,000.

The Albion Milling Co. of Albion, Neb., is replacing its elevator, which was burned on August 18, with a new one of 75,000 bushels' capacity. The Younglove & Boggess Co. of Mason City, Iowa, has the contract. The equipment of the new house will be modern in every respect and will include a corn sheller made by the Barnard & Leas Manufacturing Co., cleaning machinery supplied by the Marseilles Manufacturing Co., a power shovel for unloading cars and two wagon dumps. The machinery will be driven by rope drive and each machine will be equipped with a friction clutch. Two 60-foot conveyors will be used to carry grain to the annexes.

#### IOWA.

Another elevator will be built at Rockwell, Iowa. G. M. Gwynn is building a new elevator at Essex, Iowa.

The Des Moines Elevator Co. has about completed a new elevator at Shelby, Iowa.

A new gas engine has been installed in the Tiedman Elevator at Laurens, Iowa.

George R. Wheeler succeeds J. M. Groff & Co. in the grain business at Victor, Iowa.

An addition has been built to the Nye-Schneider-Fowler Co.'s elevator at Searville, Iowa.

Hess & Son of Armstrong, Iowa, have completed their new grain elevator at Gridley, Iowa.

J. J. Gehlen has opened an office in Le Mars, Iowa, and engaged in the grain business.

Weart & Lysaght have built an addition to their elevator at Cherokee, Iowa, about doubling its capacity.

The Anchor Grain Co. of Minneapolis, Minn., capitalized at \$200,000, has been licensed to do business in Iowa.

The Des Moines Elevator Co. expects to have its building at Corley, Iowa, completed by the first of November.

The Farmers' Co-operative Society of Palmer, Iowa, is doing a track-buying business until an elevator can be built.

The Northern Grain Co. has taken over and is now operating the elevator at Blairstown, Iowa, formerly owned by the Kinsella Grain Co.

B. F. Owens, Rockwell City, Iowa, has just purchased two engines and two wagon scales from the Borden & Selleck Co. of Chicago, Ill.

Howard Wirt of Palmyra, Neb., is reported to have bought the Lawbaugh Elevator, at Menlo, Iowa, and the grain warehouse at Glendon, Iowa.

The Borden & Selleck Co., Chicago, Ill., has recently supplied the Newton & Northwestern Railway Co. of Boone, Iowa, with ten large stock scales.

Himmel Bros. have sold their elevator at Radcliffe, Iowa, to the Wesley Elevator Co. of Wesley, Iowa. T. S. Butler has been retained as manager.

J. B. Archer has traded his grain and live stock business at New Market, Iowa, to S. S. Landis for a farm near that place. Possession was given October 1.

De Long Bros. and E. M. McFarlane of Westchester, Iowa, have purchased Young & Nickolous' grain and lumber business at Crawfordville, Iowa. Possession will be given November 1.

The Farmers' Elevator Co. of Pierson, Iowa, has filed articles of incorporation with a capital stock of \$4,000. The officers are: President, B. Hathaway; treasurer, William De Witt, and secretary, E. L. Page. This organization has purchased

the new elevator at Pierson recently built by Pearson & Hayton.

The Farmers' Elevator Co. of Riuard, Iowa, has been granted a charter. The capital stock is \$10,000 and the incorporators are: S. G. Fowler, C. W. Warbis, E. J. Woodcock and N. C. Reed.

Shipton & Vette have sold their elevator at Marengo, Iowa, to George G. Baker of Everest, Kan. The firm's advertisement in the "American Elevator and Grain Trade" found them a buyer.

C. W. Haase and A. C. Winterfield of Harris, Iowa, have purchased C. T. Likins' elevator and coal business at Sioux Rapids, Iowa. Mr. Haase will have charge of the business as resident partner.

At the recent annual meeting of the stockholders of the Davenport Malt and Grain Co., held at the offices of the company in Davenport, Iowa, the old board of directors was re-elected and a 5 per cent dividend, payable December 29, was declared.

Shambaugh & Son have just completed a new elevator adjoining their merchant mill at Clarinda, Iowa. The new house is 35 feet square and 90 feet high. It is equipped with modern machinery, including an improved Hall Distributor, and cost \$6,000.

#### OHIO, INDIANA AND MICHIGAN.

The Elkton Grain Co. is erecting a large grain warehouse at Elkton, Mich.

F. S. Davis has sold his elevator at Marshfield, Ind., to a party from Frankfort, Ind.

The Columbus Grain and Elevator Co. of Columbus, Ohio, is discontinuing its business.

M. G. Demerest has succeeded J. F. Burtsch & Son in the grain trade at Greenville, Ohio.

K. R. Smith of Ionia, Mich., has equipped his elevator with an improved Hall Distributor.

The Toledo Elevator Co. has completed and started up its new elevator at Shelbyville, Ind.

The Sparta Milling Co. of Sparta, Mich., has leased and will operate the elevator at Grant, Mich.

George F. Sager & Co. are succeeded in the grain business at Clinton, Ohio, by the Clinton Milling Co.

The Stockbridge Elevator Co. of Stockbridge, Mich., recently installed an improved Hall Distributor in its elevator.

Roeler Bros. have taken over and are operating the elevator at Midland, Mich., recently purchased from William Baker.

A Hess Grain Drier has been built at Bartlett, Kuhn & Co.'s elevator in Evansville, Ind., and is in successful operation.

Durham & Lang is the style of the firm succeeding Millard Durham in the grain and feed business at Coopersville, Mich.

The elevator at Grindstone City, Mich., owned by the Wallace Co., was recently equipped with an improved Hall Distributor.

The grain business of J. P. Barnhouse at Morral, Ohio, has been incorporated under the style of the J. P. Barnhouse Grain Co.

The recently chartered Kalida Grain and Lumber Co. has succeeded to the business of the Kalida Elevator Co. at Kalida, Ohio.

Thomas Wilson's new 40,000-bushel elevator at Marlette, Mich., is reported completed and ready for business. This makes three elevators at Marlette.

The grain and fuel firm of Bales & Ashbrook, Circleville, Ohio, was dissolved on October 1, Mr. Ashbrook retiring. The business will be continued by J. F. Bales & Son.

H. H. Smith, who recently sold his elevator at La Grange, Ind., to Guy Harris of Lima, Ind., possession to be given October 1, has leased the house from the new owner and will operate it until April 1, 1905.

Jesse Buckingham of Monroeville, Ohio, and Irvin T. Fangboner of Bellevue, Ohio, have formed a partnership and engaged in the grain, seed and feed business at the latter place. A wholesale business will be done.

Frank A. Bickle has purchased his partner's interest in the elevator at Sanilac Center, Mich., operated under the style of the Bickle Elevator Co., and will run it in connection with his Peerless Roller Mills at that point.

The United Grain Co. of Toledo, Ohio, has placed an order for two 100-ton 48-foot Howe Standard R. R. Track Scales, equipped with Howe Patent Type Recording Beams, with the Borden & Selleck Co. of Cleveland, Ohio.

The grain elevator on the Wabash Railway at Marshfield, Ind., has been purchased by J. O. Finch & Son of Hedrick, Ind., and J. B. Ermentrout. The new owners took possession September 15 and will handle grain, coal and straw. They will do business under the firm name of Finch & Ermentrout, the firm being composed of J. O. and



Burl Finch and Mr. Ermentrout. The latter will manage the business at Marshfield.

On account of the death of C. M. Hougland the grain and seed business of Hougland & Hardy at Rockport, Ind., is being closed out, so we are informed, by T. R. Hardy, the surviving partner.

The steam feed mill at Marion, Ind., owned by G. B. Gray and formerly operated by T. G. White, has been sold to E. C. Hampton, who will organize a company to operate it and carry on a general grain business. The company, of which Mr. Hampton will be the head, is to be known as the Marion Grain Co.

The Depew Elevator Co. has its elevator at Pontiac, Mich., about ready for business. The machinery is now in place and is working satisfactorily. The company will handle grain and beans. Barney Commiskey, formerly of Howell, Mich., but late of Los Angeles, Cal., will have charge as manager.

The Hammond Elevator Co. of Hammond, Ind., is planning the erection of sixteen additional steel storage tanks to double the capacity of its 500,000-bushel elevator on the Calumet River in that city. The company has at present sixteen circular steel storage tanks, each 130 feet in height and resting on concrete foundations. The new tanks will adjoin the present tanks on the south and will be of the same size and of the same material as the old ones. The working house of the present elevator has a handling and transfer capacity of fifty to seventy-five cars of grain a day. This will also be increased in the near future.

#### MINNESOTA AND WISCONSIN.

J. K. Johnson has erected a grain elevator at Sandridge, Minn.

James McQuaid has completed his grain elevator at De Graff, Minn.

A farmers' elevator company is being organized at Holloway, Minn.

E. L. Welch & Co. are building a grain elevator at Hamburg, Minn.

John Haubrich has purchased the Lockwood Elevator at Hatfield, Minn.

The Stewart Elevator Co. has bought Reilly Bros. elevator at Savage, Minn.

The Truax & Betts Elevator Co. will erect coal sheds at Worthington, Minn.

Abe Brooks has opened the elevator on the Great Western road at Varco, Minn.

The Whallon Grain Co. has leased the Farmers' Elevator at Kensington, Minn.

The R. E. Jones Co. has enlarged and improved its elevator at Cannon Falls, Minn.

The Farmers' Elevator Co. of Minneiska, Minn., has opened its new grain warehouse.

A company of farmers has been organized at Seaford, Minn., to buy or build an elevator.

The Thief River Falls Mill and Elevator Co. will build an elevator at Breese, Minn., this fall.

The new Zetterberg Elevator at Mora, Minn., has been completed and opened to receive grain.

The new Farmers' Elevator at Campbell, Minn., has been completed and opened for business.

L. T. Larsen has leased the elevator at Fosston, Minn., owned by the Fosston Farmers' Elevator Co.

The Farmers' Independent Elevator Co. of Ivanhoe, Minn., has remodeled the interior of its elevator.

The Red Lake Falls Milling Co. of Red Lake Falls, Minn., is building an elevator at Sandridge, Minn.

The Sidnam Elevator at Monticello, Minn., has been opened for the season with W. E. Crozier as buyer.

C. H. Reipke has purchased a portable elevator to be used in conducting his grain business at Windom, Minn.

David Welsh of Key West, Minn., has engaged in the grain business at Davidson, Minn., with W. J. Porter.

The 30,000-bushel elevator of the Kandiyohi Farmers' Union Elevator Co. at Kandiyohi, Minn., is now completed.

A. D. Beaudreau has completed and started up his elevator at De Graff, Minn. It is operated by a gasoline engine.

The repairs to the Pacific Elevator at Fairfax, Minn., have been completed and the house reopened for business.

The new National Elevator at Wheatville, Minn., has been opened for business under the management of O. B. Hoven.

The Northern Grain Co. of Minneapolis, Minn., is reported to have purchased the Independent Elevator at Buffalo, Minn.

The Minnesota Grain Co. has closed its elevator at Hoffman, Minn., and the Farmers' Elevator Co. of that place has leased its house to J. F. Whallon

& Co. of Minneapolis. John Aamoth, formerly buyer for the first-named company, will have charge of the latter elevator.

The Prairie Elevator Co.'s elevator at Richville, Minn., is completed and open for business. O. A. Zimmer has charge as agent.

W. E. Pegg & Co. have completed their elevator at Marietta, Minn., and it is now in operation with Fred Snow as buyer.

The Crookston Milling Co., Crookston, Minn., is now operating the Farmers' Elevator at Nielsville, Minn., with A. Collins as manager.

The Farmers' Elevator Co. of Hardwick, Minn., has completed and started up its elevator. A gasoline engine supplies the motive power.

The Hanson & Barzen Milling Co. has completed its elevator at Thief River Falls, Minn. The company's new flour mill is also completed.

The Doffing Elevator Co. has traded its elevator at Hastings, Minn., to A. M. Stonedall of Madison, Wis., for 800 acres of Wisconsin farm land.

The M. T. Dill Grain Co. of Prescott, Wis., has increased its storage capacity from 80,000 to 110,000 bushels and put in a new barley cleaner.

A formal opening of the new elevator at Hutchinson, Minn., built by the Farmers' Co-operative Elevator Association, was held on October 8.

A co-operative organization, to be known as the Springfield Farmers' Elevator Co., has been formed to buy or build an elevator at Springfield, Minn.

The Farmers' Elevator Co. of Cannon Falls, Minn., has greatly increased the capacity of its elevator and installed a full line of new machinery.

Theo. Richards has built a flat house at Stewart, Minn., and will buy grain independently. This makes three line and three independent houses at Stewart.

The New London Milling Co. of New London, Minn., has secured a site on the Great Northern right-of-way at Milaca, Minn., and is building an elevator.

The Tri-County Farmers' Exchange is negotiating for the purchase of the Stanton Elevator, a 12,000-bushel house on the Northern Pacific right-of-way at Sauk Rapids, Minn.

The Farmers' Co-operative Elevator Co., recently organized at Heron Lake, Minn., has purchased the Anchor Grain Co.'s elevator at that place and will take possession October 15.

The Washburn Elevator Co. has been incorporated at Minneapolis, Minn., with a capital stock of \$100,000. William D. Washburn, Caleb Crane and William H. Keller are the incorporators. Mr. Washburn is a member of the Pillsbury-Washburn Flour Mills Co. of Minneapolis.

The Independent Elevator at Kandiyohi, Minn., of which P. E. Lundquist is manager, was closed for several days the first part of October on account of lack of storage room. The entire house was full of grain, with no cars available. The situation was later relieved by the arrival of three cars.

The improvements at Elevators "A" and "C" of the C. M. & St. P. Ry. at Milwaukee, Wis., have been completed at a cost of \$10,000. Additional sidetracks have been put in for both elevators and the bin capacity of the houses has been greatly increased. The engines and boilers have also been rebuilt.

O. S. Reishus has sold his recently completed elevator at Lorne (Fraseville P. O.), Minn., to A. O. Anderson, J. H. Dahl and Ed. S. Reishus of Cottonwood, Minn., who will operate it under the style of the Lorne Elevator Co. The elevator is thoroughly modern, and is equipped with dump scales and a gasoline engine. Mr. Anderson will have charge as buyer and manager.

The Bemidji Elevator Co. has completed a 20,000-bushel elevator and a large warehouse on the Minnesota & International right-of-way at Bemidji, Minn. This is a new corporation of which E. H. Smith of Duluth, Minn., is the head. The company will handle grain, hay, flour, feed and potatoes. Feed mill machinery has been installed and will be operated in connection with the elevator.

The Ames-Barnes Co. of Duluth, Minn., has filed articles of incorporation, with a capital stock of \$25,000. The company will do a general commission business in grain and farm products, own and operate grain elevators and warehouses, etc. The incorporators, officers and directors are: President, Ward Ames Sr.; vice-president, Julius H. Barnes; secretary and treasurer, Ward Ames Jr.

The Prairie Elevator Co. now has its elevator at Detroit, Minn., ready for business. The house was first owned by the old Independent Elevator Co., who sold it to the Federal Elevator Co. This company finally sold it to the Prairie Elevator Co., who moved it from the old site on the Northern Pacific to a new site on the Soo line. The elevator has been remodeled, an engine house built, and a gasoline engine installed. The building now has a capacity of 25,000 bushels and is thoroughly

modern. Henry H. Wieck has been placed in charge as manager.

The Farmers' Milling Co., a co-operative organization of Ellendale, Minn., has purchased the Sheffield-King Elevator at that place. The stockholders were about to let the contract for the erection of an elevator when the negotiations for the purchase of the above house were closed. The consideration was \$4,650. The elevator has a capacity of 30,000 bushels and has a feed mill in connection. It was built about five years ago. H. L. Dolge will probably be retained as manager and buyer.

#### THE DAKOTAS.

Another elevator may be built at Kimball, S. D. A farmers' elevator has been built at Thompson, N. D.

The elevator of the Soo road at Cogswell, N. D., is completed.

Delaney Bros.' elevator at Buford, N. D., is now ready for business.

The Farmers' Elevator Co. of Doyon, N. D., is erecting an elevator.

Gackle & Geigenhagel have just completed an elevator at Lehr, N. D.

The Jenkins Elevator Co. has finished its elevator at Lansford, N. D.

The completion of a farmers' elevator at Lakota, N. D., is reported.

Thomas McBath has built an addition to his elevator at Watertown, S. D.

A. M. Iverson has leased and will operate the new elevator at Niles, N. D.

An elevator is being built at Alice, N. D., by the North Dakota Elevator Co.

Delaney Bros. have overhauled and repaired their elevator at Deering, N. D.

The 28,000-bushel Gottbrechts Elevator at Dunseith, N. D., is ready for business.

The new Farmers' Elevator at Sherman, S. D., is completed and open for business.

W. J. Loomis has completed his elevator at Enderlin, N. D., and opened it for business.

The Farmers' Elevator Co. of Sheyenne, N. D., has purchased a line house at that place.

J. A. Minckler has leased and taken charge of the Independent Elevator at Knox, N. D.

The Rapid River Milling Co. of Rapid City, S. D., is erecting an elevator at Sturgis, S. D.

Some of the business men of Pierpont, S. D., will put an independent grain buyer in the field.

The elevator at Napoleon, N. D., is now operated by George W. Anderson, a merchant of that town.

The La Moure Milling Co. of La Moure, N. D., is said to be about to erect a 40,000-bushel elevator.

The Farmers' Elevator at Leeds, N. D., is completed and receiving grain. Roy McAulay is manager.

The Howard Farmers' Elevator Co. has just completed a 30,000-bushel grain elevator at Howard, S. D.

The elevator of the Dakota Grain Co. at Wagner, S. D., has been equipped with an improved Hall Distributor.

Construction work is now in progress on the Sisseton Farmers' Elevator Co.'s new elevator at Sisseton, S. D.

The Sleepy Eye Elevator at Houghton, S. D., has been repaired and some new machinery has been installed.

The Farmers' Elevator Co. of Gary, S. D., has started up its recently completed elevator. A. I. Anderson is buyer.

The Northwestern Elevator Co. is rebuilding its elevator at South Shore, S. D., which was recently wrecked by a cyclone.

The Consolidated Elevator Co. is rebuilding its elevator at Milnor, N. D., which was destroyed by fire some time ago.

The Ashley Roller Mill Co.'s elevator at Ashley, N. D., is now in operation. It is modern in every respect and cost about \$3,000.

The new steel storage tank at the Glen Ulliu Roller Mills, Glen Ullin, N. D., is about completed. It is 25 feet in diameter and 40 feet high.

The Farmers' Elevator Co., a new corporation at Edmore, N. D., has purchased the Heising Elevator at that place. The consideration was \$7,500.

The Farmers' Shipping Association of Brookings, S. D., has completed improvements to its elevator which about doubled the storage capacity.

Two grain elevators are being built at Hazelton, N. D., one by a local organization of farmers and business men and one by the Victoria Elevator Co. Honstain, Bird & Co. are contractors for the first-named house. It will be 24x29 feet in size and will be operated as an independent elevator. The Victoria Elevator Co. is erecting its elevator ad-



joining a flat house recently purchased from Matthews & Roop.

The Farmers' Elevator Co. of Dresden, N. D., has about completed its grain elevator. H. I. Byfield will be buyer. This makes five elevators at Dresden.

William Cole's elevator at Omeme, N. D., is ready for operation. The total storage capacity of the nine elevators at that point is now about 270,000 bushels.

The 30,000-bushel elevator at Harvey, N. D., built for the Farmers' Elevator Co., is now completed and in operation. It is equipped with grain cleaning machinery.

G. O. Helvig of Dawson, Minn., has purchased Gesche Bros. & Co.'s elevator at Denhoff, N. D., and taken possession. He will overhaul the house and put it in operation.

Dewald & Walter, who have a flour mill and elevator at Marion, S. D., and elevators at Menno and Freeman, S. D., have purchased Schamber Bros.' elevator at the latter place.

The new 50,000-bushel elevator at New Rockford, N. D., built for the Farmers' Elevator Co. by Honstain, Bird & Co., is completed and in operation. A. J. Larkin has charge as manager.

D. L. Lytle has completed an elevator at Glenburn, N. D., and will devote his entire time to the grain business at that point. He has sold his interest in the elevator at Lansford, N. D.

A co-operative organization, to be known as the Colton Elevator Co., has been formed at Colton, S. D., and will erect an elevator. A scoop shoveling business will be done in the meantime.

William Woodman and O. G. Nordmarken of Granville, N. D., have engaged in the grain business at Riga, N. D., under the firm name of Nordmarken & Woodman. A flat house has been built.

De Laney Bros. of Williston, N. D., have completed an elevator, 30x30 feet in size, and a flat warehouse, 30x40 feet, at Wheelock, N. D. The warehouse will be used for handling feed, farm produce, etc.

J. P. Elliott's 30,000-bushel elevator at Rolla, N. D., is ready for operation. A 10-horsepower gasoline engine has been installed to operate the machinery. The elevator, office and engine house have been painted green.

The Washburn Grain and Feed Co. is the style of a new organization at Washburn, N. D., which will deal in grain and feed. A new warehouse, 74x60 feet in size, has been built. K. Klein is president; P. Meyer, manager, and F. Koth, secretary and treasurer.

At Orient, S. D., a co-operative organization under the style of the Farmers' Elevator Co. has been incorporated and commenced business. The officers are: F. W. Warner, president, and N. A. Gardner, secretary-treasurer. A site on the Milwaukee road has been secured and an elevator is now being built.

#### WESTERN.

C. R. McClave is reported to be building an elevator at Moore, Mont.

The erection of a farmers' grain warehouse is said to be planned at Milton, Ore.

The Wenatchee Milling Co. of Wenatchee, Wash., has purchased a grain warehouse at Trinidad, Wash.

The Winona Milling Co. has completed a new 35,000-bushel grain warehouse near its mill at Winona, Wash.

The Tacoma Warehouse & Sperry Milling Co. succeeds the Tacoma Warehouse and Elevator Co. at Tacoma, Wash.

A large grain and hay warehouse has just been completed on the water front at La Conner, Wash. It is 112x140 feet in dimensions.

A grain elevator is being built by the Preston-Parton Milling Co. in connection with the improvements to its milling plant at Athena, Ore.

The Puget Sound Warehouse Co. and the Tacoma Grain Co. have completed their new grain warehouses in the new Northern Pacific Railway yards at Connell, Wash., and the Pacific Coast Elevator Co. is erecting a warehouse on the O. R. & N. Railway Co.'s property at that place.

Wheat is reported to be selling very freely in Idaho and the dealers are rapidly shipping it out. Of the 45,000 sacks of grain stored in the Sweetwater warehouse of the Kettenbach Grain Co. of Lewiston, Idaho, all have been sold. Nearly all the large shipments go to the Eastern market.

According to the Commercial Review of Portland, Ore., one of the largest wheat deals ever engineered in the state of Washington was completed at Sprague recently, when the Centennial Mill Co. of Spokane and Seattle purchased 340,000 bushels of blue stem wheat at a stipulated price of 75 cents per bushel. The deal was the outcome of a pool originated by three farmers of Sprague, who placed

10,000 bushels in the hands of one man, to be sold to the first buyer who would pay 75 cents per bushel. Other farmers joined the pool, with the result that they received \$255,000 for their wheat.

Advices from Echo, Ore., dated October 3, have the following concerning the crop movement at that point: "It is estimated that 300,000 sacks of wheat are stored in the warehouses at this place. All of the houses are full and tier after tier of sacks are piled outside awaiting cars for shipment. Up to this time little has been moved."

Recent advices from St. John, Wash., state that that station is on the verge of a wheat blockade. The Interior Warehouse and the Pacific Coast Elevator companies' houses are full and practically all the outside space belonging to the companies has been utilized. Cars are not available for shipping and the O. R. & N. Railway has only one sidetrack at that point. Most of the wheat is said to be grading No. 1.

In regard to the present condition of the wheat crop in that section a late report from Walla Walla, Wash., says: "The greater part of the wheat crop tributary to Walla Walla has been sold. Buyers have used all of their available money and in many cases borrowed to purchase more. Every warehouse in the country is about bursting with their bulky contents. But a small per cent of the crop has been moved, and the activity of shipping at the warehouses will continue late into the winter."

#### SOUTHERN AND SOUTHWESTERN.

A grain elevator is in course of construction at Durant, I. T.

The Midland Elevator Co. of Kansas City, Mo., is erecting a corn elevator at Checotah, I. T.

F. S. Luqueer is erecting a grain and feed warehouse, 40x70 feet in size, at Pueblo, Colo. It will be covered with corrugated iron.

W. I. Trostle of Cherokee, Okla., is reported to be in the market for machinery for a 10,000-bushel elevator and a feed mill outfit with a capacity of 35 bushels per hour.

At Fort Worth, Texas, the Mugg & Dryden Co. has been incorporated with a capital of \$15,000, to manufacture ice and deal in grain, feed, etc. J. A. Mugg, J. A. Dryden and A. F. Crawley are the incorporators.

The Dunlap Milling Co. of Dunlap, Tenn., is reported to have let the contract for the erection of a 60,000-bushel steel storage tank near its mill to the Steel Storage and Elevator Construction Co. of Buffalo, N. Y.

The Borden & Selleck Co., St. Louis, Mo., has installed for the Argenta Elevator Co. at Argenta, near Little Rock, Ark., two Howe Hopper Scales of the latest style, with a capacity of 100,000 bushels. Each scale is equipped with Howe Patent Recording Beams.

The grain and seed business of C. S. Brent at Lexington, Ky., has been incorporated under the same style with a capital of \$25,000. Albert C. Brent of Lexington, Ky.; Charles S. Brent of Charlottesville, Va., and Harry K. Brent of Baltimore, Md., are the incorporators.

The new Bunch Elevator at Argenta (Little Rock), Ark., is now completed and about ready for business. It is said to be the largest elevator in that section and is thoroughly modern in construction and equipment. Spur tracks have been put in to provide shipping facilities.

A recent report from Gallatin, Tenn., states that Lewis B. Payne, a grain dealer of that city, has just made what is probably one of the largest sales of wheat ever made in that state. He sold the Neal & Shofner Grain Co. of Nashville, Tenn., 40,000 bushels of wheat at \$1.27 per bushel. Mr. Payne has a 70,000-bushel elevator and a corn and feed mill at Gallatin.

Construction work on the Empire Grain Co.'s 500,000-bushel elevator at Fort Worth, Texas, is being rushed to completion as rapidly as possible. The foundation is of solid concrete and rests on sixteen main piers extending down twenty feet to bedrock. The elevator will be equipped with a complete line of cleaning and grain handling machinery. A chop mill will also be put in.

#### CANADIAN.

A. Forcier has engaged in the grain business at Hitchcock, Assa.

R. J. Noble has sold his elevator at Oxbow, Assa., to I. M. Davidson.

A new elevator is being built at Goodlands, Man., by the Dowd Elevator Co.

The Union Supply Co. is erecting a 40,000-bushel elevator at Rosthern, Man.

The Farmers' Elevator Co. of Kisby, B. C., is said to be erecting an elevator.

The Gilbert Plains Milling Co.'s new 30,000-bushel elevator at Gilbert Plains, Man., is said to be about ready for business. It will be operated in connection

with the 125-barrel flour mill which the company is now building at that place.

An elevator has been opened at Deloraine, Man., by the Colonial Elevator Co.

D. A. Ritchie & Son are building a new grain warehouse at Winnipeg, Man.

Turner & Mitchell have completed their new grain elevator at Melfort, Sask.

Dow & Curry, millers at Pilot Mound, Man., are reported to be erecting an elevator.

G. B. Murphy has erected an elevator on the Canadian Northern at Fairview, Man.

L. Coffee & Co., wholesale grain dealers at Toronto, Ont., have dissolved partnership.

The Andrews-Gage Grain Co. of Winnipeg, Man., is building an elevator at Heward, Man.

Walter Thompson & Son are erecting a grain warehouse near their mill at London, Ont.

Wilson Bros. have sold their flour and feed business at Rouleau, Assa., to W. Armour.

A. R. Hopper of Alameda, Assa., is reported to have opened a grain warehouse at Estevan, Sask.

C. Aime, dealer in flour, feed and implements at Emerson, Man., has completed a new warehouse.

The Melita (Man.) Milling Co. is reported to be building an addition to its elevator at Oxbow, Assa.

Randall & Greenshaw are reported to have sold their elevator at Kelloe, Man., to the Canadian Elevator Co.

The Ogilvie Flour Mills Co.'s new 500,000-bushel elevator at Fort William, Ont., is reported about ready for business.

The Columbia Milling Co.'s new 40,000-bushel elevator at Lethbridge, Alberta, is to be ready to receive grain by November 1.

The Alberta Grain Co. is erecting a 40,000-bushel cribbed elevator at Wetaskiwin, Alberta. It will be 34 feet square and 50 feet high.

A. Laberge and H. Doutre, grain and lumber dealers at Belveil Station, Que., have registered under the style of Laberge & Doutre.

The new elevator at Niverville, Man., has been completed. It is equipped with a dump scale, cleaning machinery and other modern equipment.

The business of the Independent Grain Co., Winnipeg, Man., has been taken over and will be continued by Thomas D. Robinson & Son of that city.

The Anglo-Canadian Elevator Co. has bought the McHugh-Christensen Elevator at Moose Jaw, Assa., and is making extensive repairs and alterations to the same.

Thomas Legatt is building an elevator at Binscarth, Man. Last year the three elevators and two warehouses at that point were unable to handle all the grain.

Donald Morrison, formerly a member of the Duluth (Minn.) Board of Trade, is now in the grain business at Abernethy, Assa., having purchased one elevator and erected another.

Coffee, Hargraft & Co., grain dealers of Winnipeg, Man., have dissolved partnership. John L. Coffee and Alexander Hargraft will continue the business under the old style.

The Grand Trunk Railway Co. is reported to have purchased the Canada Atlantic Railway, including the lake carrier fleet. The consideration is said to have been \$12,000,000.

The Empire Elevator Co.'s new elevator at Fort William, Ont., built by the Barnett & Record Co., is said to be completed and ready to handle wheat. It has a capacity of 1,750,000 bushels.

R. L. Rushton and F. Payton, who have been doing a grain and implement business at Wetaskiwin, Alberta, under the style of the Rushton-Payton Grain and Implement Co., have dissolved partnership.

The Collingwood Elevator Co. has been incorporated at Collingwood, Ont., to build and operate grain elevators and flour mills. The capital stock is \$250,000 and the provisional directors are J. J. Daley, Peter Paton, C. E. Stephens, W. T. Tover and F. W. Churchill.

The steamer Empire cleared from Port Arthur, Ont., for Sarnia, Ont., the first week in October with a cargo of 25,000 bushels of wheat and 300 tons of flour. The wheat is of this year's crop, and is the first to be moved east since the movement commenced in the West.

The Robinson Elevator Co. has commenced buying wheat on the international boundary, its elevator being located on Lake du Lac in Assinaboia. The wheat is taken by water to Kenmare, N. D., and thence by rail to Minneapolis. Angus Stalker has been appointed bonding officer at the elevator.

A Duluth, Minn., paper states that an insurance agency of that city has secured the schedule of the Canadian Northern Railway from Port Arthur, Ont., to Edmonton, Alberta. The Duluth agency is also reported to have placed the insurance on the terminal elevators and grain at Port Arthur, amounting to \$2,500,000. The railroad schedule is in the



neighborhood of \$4,000,000. The insurance is all said to have been written under American contracts.

The Meyers Milling and Elevator Co., Ltd., has been chartered at Listowel, Ont., with a capital of \$100,000, to acquire the business of the Meyers Milling Co., and to build and operate grain elevators and flour mills. The provisional directors include J. S. Meyers, B. H. Meyers, H. S. Osler, J. M. Ewing and A. G. Ross.

The A. Kelly Milling Co. of Brandon, Man., has purchased three additional elevators. They are located at Arrow River, Bradwardine and Hamiota, Man. This makes thirty elevators owned by the company with a total storage capacity of over 750,000 bushels of grain. The company has built an addition to the elevator recently purchased at Carlyle, Assa.

The Canadian Pacific Railway Co. is said to be negotiating with the Barnett & Record Co. for the erection of a 1,500,000-bushel elevator at Fort William, Ont. The proposed site adjoins that of the new Empire Elevator and it is said that the foundation will be laid this fall. The new working house for the Canadian Pacific Railway Co., which supplants the burned Elevator "B," is about completed.

Announcement has been made that the Canadian Northern Railway Co. will not erect a 500,000-bushel cleaning and drying elevator at Port Arthur, Ont., as reported, but is installing cleaning machinery in its recently completed 2,500,000-bushel elevator at Port Arthur. A brick dry house is, however, being erected between the elevator and power house. It will be 18x27 feet in size and 47 feet high, with a pile and concrete foundation. A complete grain-drying outfit will be installed.

The Great Northern Elevator Co. is said to be about to remove its cleaning elevator at West Emerson, Man., to St. Boniface, Man. A new elevator is to be erected in West Emerson by the company, but on a different site. It is also stated that two other new elevators may be built at that point. J. W. Irwin, who has been manager of the cleaning elevator, will, it is stated, erect an independent house and engage in business for himself. The other elevator is projected by an Ontario company. The Great Northern Elevator Co. will also operate the Dominion Elevator at the C. P. R. station in Emerson.

### A "CROP EXPERT'S" METHOD.

Naturally, when "private experts" have been asserting that the government's September figures were 30,000,000 bushels too high in their indication of the wheat yield, and 400,000,000 too high in the promise of corn, inquiry has been stimulated as to how the experts discovered the error, if it was an error, and in general how they came to know so much about two crops occupying, between them, 106,000,000 acres of land, says the New York Evening Post. No expert ever personally examined, or could examine, a fraction of such an acreage.

Precisely these questions were put this week to a well-known and conservative crop expert, who is himself in charge of private estimates for the trade. This was his answer:

"The starting point for all crop estimates is the official acreage figures compiled by the government. These figures are made up primarily from the census reports, and varied, according to circumstances, in the nine intervening years. Comparisons for each year are based on the figures of the previous year. Between the ten-year period of taking the census, everybody, including the government, is apt to get a long way from the facts, as has often been proved.

"A private expert travels over the country and looks at the fields, while studying climatic conditions. Take corn, for instance. The hills are a known quantity. The size and color of the stalk and ear are closely examined. Much depends on the length of the ear, whether it is well filled out and how many can be found on a stalk. It takes an expert to tell the yield of an acre in bushels. The value of the estimate depends on the experience and accuracy of the individual. Generally speaking, 3,000 good hills in an acre will average two stalks to the hill. There may be two ears in a stalk, or there may be three. A hundred good ears, thus estimated, will shell out a bushel of corn. If you figure out 6,000 ears, you can count on 600 stalks, or 60 bushels of grain.

"Any crop estimate is at best a guess. The advantage of the government figures is that the statement is issued officially. The thousands of post-office officials throughout the country, on whose information the government largely relies, must also be taken into consideration. No private expert has such an outfit as that."

The Texas Grain Dealers' Association arbitration committee, on September 30, satisfactorily settled claims involving \$3,000.

## COMMISSION

H. B. Perrine has gone with the Armour Grain Company, Chicago.

B. W. Frank & Co. of Milwaukee have opened a branch at Rockford, Ill.

The Powell Grain Co. has commenced business at 1039 N Street, Lincoln, Neb.

The McCaull-Dinsmore Co. of Minneapolis has opened a branch in the Fraternity Bldg. at Lincoln, Neb.

Charles W. Leland, who has been in charge of the Milwaukee office of Ware & Leland, has returned to Chicago.

D. G. Stewart of Pittsburg, Pa., has completed a number of changes and improvements in his Iron City Grain Elevator.

It is announced that John Inglis, the crop expert, now en route to Argentina, is under a three-year contract with Watson & Co.

Campbell & Co. is a new grain commission firm at Winnipeg. The members are Alvin Campbell, T. W. Campbell and Franklin Crandell.

Edwards, Wood & Co. of Minneapolis have incorporated under the laws of Nebraska, with headquarters at Lincoln. The capital stock is \$100,000.

William Vansant & Co. is a new grain and commission firm at Baltimore. W. M. Vansant is general partner and Andrew C. Snyder special partner.

The Southern Grain Co. of Cincinnati has been incorporated by J. Allen Smith, W. W. Ramsey, Ben B. Wilson and A. B. Taylor. The capital stock is \$25,000.

The Nebraska Grain Association has been organized by Bernard I. Drummond and George C. Thompson to engage in the grain commission business at Omaha.

Henry B. Smith, a Chicago flour broker who disappeared recently, leaving behind unsecured liabilities of nearly \$30,000, has been suspended from the Chicago Board of Trade.

Articles of incorporation have been filed by Jones & Morey Co. of New York to deal in grains. The capital stock is \$10,000 and the directors are M. B. Jones, L. A. Morey and A. F. Therrien.

The Royal Grain Co. has engaged in the grain and commission business at Winnipeg. S. W. Henderson, formerly with the Northern Elevator Co., Ltd., is manager of the new house.

Articles of incorporation have been filed by the Washburn Elevator Co. of Minneapolis. The capital stock is \$100,000 and the incorporators are William D. Washburn, Caleb Crane and William H. Keller.

W. R. Beatty, who has been Chicago representative of Parker & McIntyre, New York, will go to New Orleans, where he will continue in the grain trade. E. H. Bingham, formerly with O. E. Lohrke, will represent Parker & McIntyre in Chicago.

The Wallace H. Hopkins Co. of Milwaukee has been incorporated with a capital stock of \$50,000 to do a grain brokerage business. W. H. Hopkins is president and P. D. Kennedy, secretary. The company will operate offices at Milwaukee and Ishpeming, Mich.

W. H. Laidley, whose sensational failure occurred some months ago, has been expelled from the Chicago Board of Trade on charges made by a special committee appointed shortly after his suspension. The charges were said to have been bad faith and dishonorable conduct.

A. J. Lichstern, head of the Chicago firm of A. J. Lichstern & Co., has transferred his trades to Frederick M. Fish & Co. and will go to Europe for an indefinite stay. Mr. Lichstern is credited with having cleaned up between one and two millions in a wheat campaign extending over the past few months.

W. R. Mumford Co. of Chicago have added a hay and straw department to their grain commission business and have engaged the services of an experienced man who will act as salesman and general manager. Mr. Mumford will attend personally to selling hay and straw on the floor of the Board of Trade when this can be done most advantageously.

A. B. Costigan & Co., an old-established commission firm at San Francisco, suspended business on September 16 as the result of an attempt of a local bank to secure payment of \$12,600 due on several notes. The total liabilities are estimated at \$120,707.53, of which \$33,700 is secured. The nominal assets are placed at \$29,000. Mr. Costigan says the suspension of his firm is due in a measure to the Eppinger failure. Costigan & Co. bought many thousands of tons of wheat out of the Eppinger warehouses and shipped it to foreign markets.

When the grain arrived at its destination it was reported short weight and inferior quality. Costigan & Co. were called upon to make good the shortages. In one case this amounted to \$3,800 on a single cargo.

The Snyder-Taylor Elevator Co. of Columbus, Ohio, has recently been incorporated by Owen T. Snyder, Francis M. Taylor, Charles M. Ross, Frank A. Stallman, Charles H. Brown and Lester E. Turner. The authorized capital is \$10,000.

Chapman, De Golyer & Co. is the style of a new Chicago commission firm that commenced business at 186 La Salle Street, October 1. The members are Clarence C. Chapman, Lawrence De Golyer and W. A. Chapman. A general security and grain business will be transacted, the firm holding memberships on the Chicago and New York stock exchanges and the Chicago Board of Trade.

James Richardson & Sons, grain merchants of Toronto and Kingston, Ont., have appointed A. C. Ruttan to succeed the late Edward O'Reilly as manager of their extensive interests in Western Canada. Mr. Ruttan was for many years associated with Mr. O'Reilly in the firm's office at Winnipeg. A. E. Mellon will continue to represent the firm at Portage la Prairie and D. J. McGillivray to act as traveler.

Otto E. Lohrke & Co. of Chicago and New York have retired from the grain business and their shipping and export interests have been taken over by a new firm known as Knight & McDougal and composed of William Knight of New York and Robert McDougal of Chicago. Both gentlemen were formerly members of the firm of Lohrke & Co. George M. Patch and Alfred L. McDougal will continue with the new firm.

Following their expulsion from the New York Consolidated Exchange on the charge of bucket-shopping, A. S. Floyd, F. B. Crawford and Julius H. Goldberg were on October 11 expelled from membership on the Chicago Board of Trade. The two former were members of the firm of Floyd, Crawford & Co., New York, whose sensational failure in May last carried down a number of other concerns in New York, but did not affect the grain trade of Chicago to any serious extent. It is stated that the firm had reorganized with a capital stock of \$300,000 and was offering creditors stock in the new company at 50 per cent of each individual claim. Emphasis was put upon the fact that the new organization held memberships on the New York Consolidated Exchange and the Chicago Board of Trade. Now both have been wiped out. The concern had a western exchange in Chicago, operated by a man named Summers. It is alleged that Goldberg was dealing in fictitious trades, backed by the assertion that he secured his quotations from the Chicago Board of Trade. John Hill Jr. investigated the case and is said to have produced evidence that shows Goldberg was not receiving Board of Trade quotations. The latter did very little business in Chicago.

## OUR CALLERS

[We have received calls from the following gentlemen prominently connected with the grain and elevator interests during the month.]

J. C. Klein, Blue Island, Ill.  
M. Leahy, Limerick, Ireland.  
E. R. Taylor, Penn Yan, N. Y.  
Dr. Jastrow, Berlin, Germany.  
Emilo Kruger, Santiago, Chile.  
F. A. McKenzie, Quincy, Mich.  
Albert Strittmatter, Cincinnati, Ohio.  
S. C. Taylor, of Taylor Bros., Emington, Ill.  
Carl Prinz, of Prinz & Rau Mfg. Co., Milwaukee, Wis.  
F. E. Lehman, representing Nordyke & Marmon Co., Indianapolis, Ind.  
C. N. Howes, president Invincible Grain Cleaner Co., Silver Creek, N. Y.  
A. F. Shuler, Minneapolis, representing Huntley Mfg. Co., Silver Creek, N. Y.

The California prison directors have made large sales of bags and reduced the factory deficit to a large amount. At Portland during the early part of June several million bags from Asia were landed, with at least 2,000,000 damaged, however. There seems no special scarcity on the Coast, however.

Fifty goats at Connellton, Pa., recently "feasted on a quantity of fermented grain that had been unloaded from a car," says a correspondent of the Buffalo Courier. "An hour later fifty drunken goats wobbled through the village street, and created no little amount of fun. They staggered and rolled in the gutter and did things that other drunks do. Finally they went to sleep it off. Next morning they were fifty dead goats."



## THE EXCHANGES

A Chicago Board of Trade membership has changed hands at \$3,350 net to the buyer, \$100 below the last sale reported.

The members of the Pittsburg Grain and Flour Exchange have voted to refuse payment on drafts with "non-negotiable" bills of lading attached.

An attempt to have the Duluth Board of Trade establish a contract grade and option market for durum wheat is not meeting with encouragement.

The work of organizing a grain exchange at Tacoma, Wash., has progressed so far that a committee has been appointed to draft constitution and by-laws.

E. B. Boyd, formerly general freight agent of the Rock Island system, is said to have accepted the position of traffic director for the Chicago Board of Trade under a five-year contract.

The Union Elevator and annex at Sixteenth Street and the river, Chicago, has been made regular by the directors of the Board of Trade. The house is operated by the Harris Scotten Co.

Announcement is made that the new traffic manager of the Chicago Board of Trade will be expected to see that correct billings of grain shipments are made from western points to the Twin Cities and to the Gulf ports.

During the past year the Chicago Board of Trade Mutual Benefit Association paid out \$61,604. The following are the officials: Directors—J. W. Fernald, chairman; George W. Stone, C. L. Dougherty, Frank Marshall and John W. Broughton; secretary, M. D. Stevers.

A social club known as the Grain Exchange Social Club has been organized by members of the Winnipeg Grain Exchange. The officers are: Honorary president, F. M. Marsh; honorary vice-president, A. B. Ellis; president, F. F. Carscadden; secretary, John Quinn; managing committee, J. H. Gardiner, F. E. Marks and E. Turner. It is the intention of the newly organized club to hold weekly gatherings in the nature of card parties, hops, etc.

At the request of the Chicago Board of Trade the state railroad warehouse commission has changed the rule governing the inspection of hard winter wheat to read: "The grades of Nos. 1, 2, 3 and 4 hard winter wheat shall correspond in all respects with the grades of Nos. 1, 2, 3 and 4 red winter wheat, except that they shall be of the varieties known as hard winter wheat. In case of mixture of hard winter wheat with red winter wheat it shall be graded according to the quality thereof and classified as hard winter wheat."

In pursuance of the grain inspection act the following have been appointed members of the grain survey board for Toronto: Thomas Flynn, W. D. Matthews, Hedley Shaw, John Carrick, H. N. Baird, C. W. Band, J. D. Flavell, J. C. McKiggie, J. L. Spink and W. E. Milner. The board will constitute a sort of court of appeal to grain merchants when dissatisfaction arises over rulings of the inspector as to the quality of grain. Its decisions will override those of that official. As will be seen, it is composed of ten prominent local grain men. An attendance of six will constitute a quorum at each sitting.

The Western Grain Exchange of Winnipeg has completed its organization and has elected officers as follows: President, W. Gibbins; vice-president, D. N. McLean; secretary-treasurer, Orville Glenn; arbitration board, N. T. McMillan, C. C. Robinson, Jacob Friesen, T. J. Noble, M. E. Collin; board of appeals, J. K. McLennan, Frank Parker, J. Dyck, D. N. McMillan and W. Gibbins. The membership has already reached 50; the number is limited to 100, the first 75 seats to be sold at \$50 and remaining 25 at \$100 each. The new organization is not intended to conflict with the Winnipeg Grain Exchange, but is for the purpose of protecting dealers who do not feel able to buy a seat on the older exchange.

What was known as "curb trading" has been abolished by the Minneapolis Chamber of Commerce. The market there closes at 1:15, but members have heretofore lingered in the pit until 3 o'clock, "trading on the curb," as it was called. Although the curb trading was of an informal character, the deals were considered binding. It is alleged that outside interests have of late operated extensively on the curb at Minneapolis for the purpose of influencing outside markets. At times the curb prices would be 2 or 3 cents higher or lower than at the close of the regular market. As a result the directors posted a notice to the effect that this trading must cease. This order will not affect trading in privileges, as the members have voted on the question and decided that on all ordinary days trading in puts and calls will cease at

2:30 p. m., on Saturdays at 1:15 and on government crop report days at 3:30 p. m.

Wm. S. Jackson, president of the Chicago Board of Trade, is critically ill at his home, 37 Aldine Square, suffering from pleurisy and gastritis.

The following have been appointed as delegates from the Chicago Board of Trade to the interstate commerce law convention at St. Louis, October 28: John T. Sickel, R. S. Lyon and Richard Gambrill.

### MINNEAPOLIS CHAMBER OF COMMERCE.

The annual election of the Minneapolis Chamber of Commerce was held October 6 and resulted in the selection of E. S. Woodworth as president for the ensuing year. Other officers elected are as follows: Vice-president, P. B. Smith; directors, G. F. Ewe, B. H. Morgan, J. D. McMillan, H. L. Little, A. C. Loring; board of arbitrators, C. J. Chapin, S. J. McCaul, W. T. Hooker; board of appeals, J. H. Riheldaffer, C. T. Redfield.

Mr. Loring is the new member on the board of directors, taking the place of C. C. Wyman, who has found that his business affairs are such that he cannot take the necessary time to devote to the duties of a member of the board of directors.

Mr. Woodworth, the new president, is prominent in Minneapolis grain circles. He is also president of E. S. Woodworth & Co., president of the Diamond Elevator and Milling Co., president of the Concrete Elevator Co., and vice-president of the Woodworth Elevator Company.

He has long been connected with the administration of the Chamber of Commerce in the various capacities of first and second vice-president.

### AN APPEAL CASE AT CINCINNATI.

The appeals committee of the Cincinnati Chamber of Commerce has made an important decision in a case growing out of a car of hot corn. Early & Daniel of Cincinnati refused to accept a car of No. 2 corn that was hot when it reached the warehouse tracks. The broker who delivered the corn took the case before the grain committee, which decided from the evidence submitted that it was impossible to determine who was responsible and so divided the loss. From this Early & Daniel appealed and the appeals committee has found in their favor on the main ground that in equity the purchaser is entitled to have delivered to him what he buys, which in this case was No. 2 corn in good condition, according to the report of the official inspector, which gave no intimation, as was claimed before the grain committee, that complete inspection had been impossible on account of the fullness of the car, and also because they were in no way responsible for the delay in the delivery of the car on their tracks, during which time the heating process may have developed, as there was no evidence of heat at the time of the official inspection, under which the seller believed he was selling what the buyer thought he would receive.

### NEW ORLEANS BOARD OF TRADE.

At the September meeting of the directors of the New Orleans Board of Trade considerable business was brought to the attention of the Board, covered by the secretary's report. In regard to the financial condition of the Exchange, Chairman E. F. Kohnke of the finance committee reported that the sale of the office building had now been consummated in all its details, and that the Exchange had now to its credit, as a surplus real estate fund, besides its real estate holdings, over \$30,000, not including the revenues derived from the maintenance of the various departments of the Exchange. J. P. Brundige, manager of the American Rice Brokerage Co., Ltd., was elected a member of the Exchange. The board of directors also instructed the secretary to lay before the Western Union Telegraph Co. the absolute necessity for better facilities for the transmission of telegrams. The board expressed itself as greatly dissatisfied with the present service of the Western Union Telegraph Co., claiming that it is not commensurate with the increased demands made upon it, due to the rapid development of all branches of business. The methods, so it was stated, are antiquated, and one of the strong points that will be made with the Western Union will be the installment of a direct New York wire from the Exchange, which would greatly facilitate the extensive business of the merchants now transacting business with the Eastern commercial centers. The New Orleans Rice Association, which is a branch looking after the rice interests of the Board of Trade, has been given, by action of the board of directors, commodious quarters in the Exchange Building proper.

### CLEARING HOUSE FOR NEW YORK.

The New York Produce Exchange has voted to establish a clearing house for the settlement of future contracts. The matter has been under consideration for some time and a special committee, composed of C. C. Rubins, Geo. H. Martin and Thos. H. Story has been investigating the workings of similar institutions in other cities. A spe-

cial meeting of the Exchange was held on October 7, at which time the committee presented its report. It favored the establishment of a clearing house on the lines of the one in connection with the Minneapolis Chamber of Commerce, with slight alterations to meet certain local requirements.

Discussion brought out the fact that in order to conform to the laws of the state it would be necessary to incorporate the clearing house as a separate body and that the joining and using it must be optional with the members of the Exchange. Following the discussion the committee offered the following resolution as a method to organize a clearing house, which was adopted without a dissenting voice:

"Whereas, The report of the committee that has just been presented shows that there are no legal obstacles in the way of establishing a clearing house for the clearances of contracts made for future delivery, and, as it is the sense of this meeting that the establishment of one would be helpful to the grain trade generally; therefore, be it

"Resolved, That the special committee appointed to co-operate with the committee on grain rules be continued, and that the joint committees are hereby authorized to take necessary steps to organize a clearing house in conformation with the plan presented at this meeting."

### IMPORTANT WORK AT WINNIPEG.

At a meeting of the council of the Winnipeg Grain Exchange, held September 30, a large amount of important business was transacted.

In connection with establishing contract grade of grain for the year beginning October 1, the following resolution was passed:

"Resolved, That No. 1 northern be the contract grade of wheat; provided, that either No. 1 hard or No. 2 northern shall be deliverable on the whole or part of any contract at the differences in prices of such grades and the grade of No. 1 northern current on the day of delivery. Any dispute arising between buyer and seller as to the current differences in price of the several grades shall be determined as by law provided."

The new house of the Empire Elevator Co. at Fort William, a licensed and bonded terminal elevator, was made regular under the rules of the Exchange.

A committee was appointed to investigate the subject of insurance on grain going to King's Elevator at Port Arthur. It is alleged that the C. P. R. arbitrarily sends certain classes of damaged grain to King's for treatment and that the freight bills do not show whether the grain is stored in the old elevator or in the new cement tank annex, thus causing great inconvenience in placing insurance.

Another committee was appointed to take up with the railroad companies the advisability of collecting freight on all grain on its arrival at terminals at lakes, as is now required by the C. P. R. on high grain on arriving at Fort William.

A resolution presented by the Toronto Board of Trade, to the effect that the government of Canada be requested to require that elevators receiving graded grain at or east of Fort William be licensed and bonded and be subject to such regulations as are necessary to insure the different grades being kept separate and distinct and as far as possible secure the shipment of the identical grain received on account of each shipper, was adopted.

### FREEZING WEATHER AND GASOLINE ENGINES.

Every fall, about the time of the first freeze, there are sure to be a number of gasoline engine cylinders hurst by the frost congealing the water in the cylinder. No matter how careful operators may be in other respects, many neglect to drain the water from the cylinder jacket after finishing the day's work, and a sudden cold snap does the business.

A practical man says in the Thresherman's Review that, "We who are located above the 38th degree of north latitude should begin this habit of draining the water from the water space around the cylinder and from the pipes early in September, and keep up the practice until all danger of frost is over the following spring;" for, if we "would avoid such accidents we must not forget the importance of our attending to this matter of drainage every time we stop the engine for a rest, even if it is only for an hour. The water around the cylinder is usually only a very thin sheet between two iron walls. Iron gives off heat very rapidly, and returns to the temperature of the surrounding atmosphere very quickly, even after being heated red hot; and when the temperature is at or below the freezing point the thin sheet of water between the two iron walls can do nothing but freeze as soon as it reaches the freezing point. This may happen even when no ice is noticeable on the pools out in the open. A pail of water, and especially a bulk of water in a wooden pail or barrel, may not show a trace of ice at a tem-



perature when the water in the cylinder jacket would freeze, because water in bulk will retain heat longer than when in a thin sheet, and wood will hold heat longer than iron."

A little care at the proper time to open the drain plugs and valves when the engine stops or is to remain out of operation for a time will prevent freezing. It is not only necessary to open the drain cocks, valves and plugs, but one should see that all the water drains out. Sometimes the drain port becomes clogged, and even if the valve is opened or the plug removed some of the water will remain in the water space, the freezing of which may cause serious damage.

## COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

### Care Required of Owner of Property Adjoining Railroad.

It has been held, the Court of Civil Appeals of Texas says (St. Louis Southwestern Railway Co. vs. Crahh, 80 Southwestern Reporter, 408), that the true rule as to the care which a person owning lands adjoining a railroad is required to take of his property to protect it from fire is such as a man of ordinary prudence would employ under the circumstances of the situation; and if, through his negligence, his building is consumed, or if such negligence concurred with the negligence of the railway company and proximately contributed to produce such result, then he cannot recover damages.

The rule, however, that the owner of property adjacent to a railroad must exercise ordinary care in the management thereof to protect it from fire does not require him to discontinue the ordinary beneficial use of such property, although such use might increase to some extent the hazard from fire. But while this is true, it does not follow that no act of such owner can be regarded as negligence simply because it is one he has a legal right to perform on his own land.

Whether or not a plaintiff in an action for damages caused by fire has been guilty of such contributory negligence as will defeat his right to recover is generally a question for the determination of the jury. And the court holds that in this case the question should have been submitted to the jury, by proper instruction, whether or not the party by whom the action was brought was guilty of contributory negligence in leaving open the window of his barn, with oats in it, exposed to sparks from the railway company's locomotives.

### Liability for Loss by Fire of Oats at Elevator to Be Clipped.

A firm which shipped certain oats East arranged with an elevator company to clip them en route at its elevator and to reship them on their original bills of lading. While these oats were in the elevator and before they were clipped, the building and the oats were accidentally destroyed by fire. It was affirmed by the consignor and denied by the elevator company that in the latter had faithfully performed its obligations, the oats would have been shipped from the elevator before the fire occurred.

Assuming the consignor's claim to be sound, the Supreme Court of Michigan says (McLane, Swift & Co. vs. Botsford Elevator Co., 99 Northwestern Reporter, 875) that the question arose whether the failure of the elevator company to perform this obligation was a proximate cause of the loss of the oats. The trial court decided that it was, and this decision resulted in a verdict and judgment for the consignor. But the Supreme Court thinks this decision erroneous. It says that the elevator company's neglect to clip and ship the oats had no direct relation to their destruction. It simply resulted in leaving them where they were burned by a fire for which the elevator company was not responsible. The company's neglect was, therefore, at most, the remote cause, while the accidental fire was the proximate cause, of the consignor's loss; and it is authoritatively settled that the law does not look beyond the proximate cause.

It was true, the court says, that the property in this case was lost while it was still in the elevator company's custody; but the court does not see any sound basis for holding that the elevator company would not be responsible for an accidental destruction of the oats after its negligent delay, provided they had been shipped, but would be responsible if they had not been. The company's wrong had precisely the same relation to the loss in the one case as in the other. However, it says that there was authority for saying that, if the company had had the custody of these oats as a common

carrier, it would have been responsible for their loss, under the circumstances disclosed, though the court does not here either approve or disapprove of the decisions so holding. It merely says that they were based on the extraordinary obligation of a common carrier (an obligation not imposed upon the elevator company) who is responsible for loss of goods in his custody unless excused by an act of God or of the public enemy. Their reasoning, if sound, had no application to the case at bar.

Again, it was the claim of the consignor that some of the oats destroyed by fire were to have been reshipped in the same cars which took them to the elevator; that the elevator company was responsible for the loss of these oats because it used said cars for another purpose. The consignor's right to recover on this theory was denied by the trial judge, and the Supreme Court approves that decision. It says that under the foregoing reasoning, the use of the cars for another purpose, though a wrong to the consignor, was not the proximate cause of the destruction of the oats. Neither could it be said that it was a conversion of the oats. A conversion of the oats could only arise from some improper dealing with the oats themselves. It could not arise from an improper use of the cars of the railroad company from which they had been taken.

It resulted from this reasoning, the Supreme Court says, that the elevator company was entitled to have a verdict directed in its favor, and the judgment rendered against it was reversed.

### Elevator Necessary Railroad Property.

The Supreme Court of Wisconsin holds (C. St. P., M. & O. Ry. Co. vs. Douglas County, 99 Northwestern Reporter, 1030) that an elevator may be necessary to the railroad business within the meaning of the statute of that state exempting from regular taxation property "necessarily used in operating any railroad."

This it holds was so where it was fully established that the company could not perform the duty of transporting the grain grown along its line to the natural market without an elevator of which the operation should be under its control; that it could not induce or expect the construction of such facilities by others; that it did construct the elevator in question wholly for that purpose, and without prospect or expectation of engaging in the elevator business for direct profit. That the persons whom the railway company put in possession to run the elevator were themselves among the largest of buyers and shippers in the grain regions traversed by the railroad, so that it happened that the great bulk of grain the company would at any time receive for transport and delivery, or they would receive or hold in the elevator, would be their own, the court holds was immaterial; for if the volume of delivery to a single customer be of sufficient magnitude, proper appliances for delivery to him alone may be quite as essential to performance of the carrier's duty as if the delivery were to many persons.

Nor does the court consider the distinctively railroad use of the elevator in question seriously affected by the fact that the lessees were willing to and did receive grain of other persons for storage for hire, when the proportion of that kind of business done was obviously not the principal use of the elevator.

Furthermore, while the elevator is kept and maintained as such, the court thinks it remains railroad property and necessarily used for railroad purposes, within the meaning of the statute, although during certain intervals of time the railroad may obtain none of that particular form of business which originally demanded its construction and which may reasonably be expected generally to demand its maintenance.

During the month of August 64 hushels of flaxseed, valued at \$110, were exported, as compared with 204,516 bushels, valued at \$229,367, for the preceding August. For the eight months ending with August 25,714 hushels of flaxseed, valued at \$26,606, were exported, as compared with 853,244 bushels, valued at \$993,513, for the corresponding eight months ending with the preceding August.

Regarding the quality of this year's flaxseed crop the Duluth Commercial Record says: "The quality of this year's flax crop is much the best that has been raised in years. In fact, it is necessary to go back to 1899 to find anything that will compare with it. At that time No. 1 Northwestern was the contract grade of flax in this market and nearly everything went into contract. But in 1901 the contract grade was changed to No. 1 seed and slight change was made in the specifications, No. 1 Northwestern being allowed to carry but 12½ per cent of field damage as against 15 per cent previously. The receipts on this crop are running about one-third of No. 1 Northwestern and many of these cars are almost perfect. It does seem as though the No. 1 Northwestern should bring a slight premium."

## IN THE COURTS

Eli M. Upton, dealer in grain, lumber, etc., at Rochester, N. Y., made an assignment without preferences on September 16. Two years ago he was said to be worth \$1,250,000.

Wm. Hatfield, negro tie carrier, has sued the Evansville Grain Co. at Evansville, Ind., for \$1,000 for injuries received by the breaking of a plank on which he was crossing while carrying ties from a barge.

R. R. Loyd has filed suit against the Pembroke Elevator Company, of Pembroke, Ky., for \$1,242.75, alleging the elevator company owes him this amount according to the conditions of a contract made between them which the company failed to keep, as he alleges.

A hearing was had at Mankato recently in the case of the Amboy Elevator Company, now in the hands of a receiver, and it was found to be necessary to enforce the stockholders' double liability. The assets were found to be \$200, the liabilities \$6,800, and the capital stock \$7,500. The court has ordered the assessment made on the stockholders.

In the case of Day against the Pennsylvania Railroad, in which the plaintiff recently won a verdict of over \$13,000, based on the burning of the grain elevator belonging to W. L. Day, at Bettsville, Ohio, Judge W. F. Duncan of Findlay, Ohio, has ordered a remittance of \$8,000. In case of refusal on the part of the plaintiff to consent to a remittance, the motion for a new trial made by the defendant will be granted.

Suits have been filed in the Circuit Court by the Board of Trade against the Chicago Terminal Transfer Company and the City Trust, Safe Deposit and Surety Company of Philadelphia in connection with the shortage of grain discovered in the recent Calumet and Western Elevator Company receivership proceedings. The value of the missing grain is placed at \$8,000, which, it is demanded, shall be made good under the bonds given by the defendant companies.

Plaintiff bought and paid \$6,000 for, and took title to, the insured elevator. He made a written agreement with R. & M. to the effect that they should have the possession and use of the property for a monthly rental of \$100 and for the payment of the premium on the insurance; that they should be at liberty to pay more than \$100 per month if they saw fit; that, if they failed to pay as much as that amount for two successive months, the contract should cease, and he should retain the moneys he had received, but that, if they should continue to make the payments until they should aggregate \$6,000 and interest at 10 per cent per annum, he would convey the elevator to them. When the loss occurred R. & M. were not in default. They had paid about \$1,200 under this contract, and they were in possession of the property. Held, that the plaintiff was the sole and unconditional owner of the property.—Insurance Exchange.

The Supreme Court of Georgia held, in the case of The Bank of Richland vs. Nicholson, that in an action by the holder against the drawer of a domestic bill of exchange which has been discounted at a bank, it is not necessary, in order to charge the defendant, that it should appear that notice of dishonor was given to the drawer; that in such a suit evidence showing the drawing of the bill and the failure of the drawee to accept, or a failure on the part of the acceptor to pay according to the tenor of the bill, makes a prima facie case, and any matter relied upon to discharge the drawer must be set up by way of defense; that the contract of the drawer of a domestic bill of exchange being in the nature of a contract of suretyship, he is relieved from liability under the same circumstances where ordinarily a surety would be relieved, except that the release of the drawer is only to the extent of the injury sustained, and that while the mere failure of the holder of a domestic bill of exchange to give the drawer notice that the same has been dishonored will not discharge him, if statements are made by the holder to the drawer to the effect that the bill has been paid, which statements lull the drawer into security, and, as a consequence thereof, injury results to him by reason of the depreciation in value of property pledged to secure the payment of the bill, the drawer will be discharged to the extent of the injury thus sustained.—Bradstreet's.

A sale of 5,000 bushels of No. 3 yellow new corn, to arrive December, was made at Chicago on September 15 at 5 cents under December, f. o. b. local cars.



## PERSONAL

M. Starks succeeds Ed. Rineman as manager for the Northern Grain Co. at Dale, Wis.

C. A. Menge of Ada, Minn., has taken charge of the new elevator at Lockhart, Minn.

Ed Goff of Rantoul, Ill., is now buyer for the Farmers' Elevator Co. of Ludlow, Ill.

A. H. Foote is now in charge of the Benson Grain Co.'s elevator at Worthington, Minn.

Frank Yates of Rantoul, Ill., has taken charge of the Murray Elevator at Ludlow, Ill.

Joe A. Reuter has taken a position with the Koenig Elevator Co. at Underwood, N. D.

A. B. Baird of Winnipeg, Man., has taken charge of the Northern Elevator at Arcola, Assa.

George March will buy grain at Avoca, Minn., this season for the Hubbard & Palmer Co.

Phil Burgess has severed his connection with the Burgess Elevator Co. of Edmore, N. D.

H. M. Dixon is now in charge of the George C. Stevenson Co.'s elevator at Rochester, Minn.

Chester Snow will have charge of the Bemidji Elevator Co.'s new elevator at Bemidji, Minn.

J. H. Dunlap is in charge of the Savoy Grain and Coal Co.'s business at Savoy, Ill., as manager.

Sam T. Warren has been engaged as manager of the Monarch Elevator at Forest River, N. D.

Otto Gullingsrud has taken a situation as wheat buyer at Syre, Minn., for the Monarch Elevator Co.

Knute Torgerson has taken the position of grain buyer at Muskoda, Minn., for the Federal Elevator Co.

Joe Clopper has started on his third year as buyer for the South Dakota Grain Co. at Canton, S. D.

A. J. Rignell has taken up his duties as wheat buyer for the Exchange Elevator Co. at Winthrop, Minn.

Ole Tenseth of Alicia, N. D., has been engaged to buy grain at Fingal, N. D., for the Royal Elevator Co.

Rudolph Huemoeller of Rutland, Minn., has taken a position with the Hubbard & Palmer Co. of Mankato, Minn.

C. J. Swenson of Hitterdal, Minn., has taken charge of the Amenla Elevator Co.'s elevator at French, Minn.

Arthur Cowman succeeds T. Prendergast as buyer at L. N. Loomis' elevator in Wessington Springs, S. D.

J. C. Arnold has resigned as manager of the Western Elevator at Vesta, Minn., and is succeeded by R. J. Barber.

E. M. Heald succeeds Lars Nelson as wheat buyer for the Minneapolis & Northern Elevator Co. at Dalton, Minn.

A. W. Headrick of Bend, Minn., has taken the position of grain buyer for the Imperial Elevator Co. at Argyle, Minn.

Frank Greger has taken the position of assistant to H. J. Waddell in the W. W. Cargill Co.'s elevator at Jackson, Minn.

R. L. Richardson of Granville, N. D., has been installed as manager of the Acme Grain Co.'s elevator at Norwich, N. D.

George Rogers of Bemidji, Minn., has taken the position of traveling representative of the recently incorporated Bemidji Elevator Co.

S. G. Davis has resigned as buyer for the Winnipeg Elevator Co. at Pierson, Man., and Leslie Skipworth has been appointed in his place.

Edward Hodek of Lidgerwood, N. D., will have charge of A. Mitchell's elevator at Pittsburg, N. D., succeeding John McEchern, who resigned.

Andrew Gyrogy, agricultural commissioner of the Hungarian government, was in Milwaukee recently inspecting the grain elevators of that city.

W. W. Ward of Edgar, Neb., has taken charge of and opened the Ferguson Elevator at Crete, Neb., which had been closed for several years.

T. H. Kavanaugh of Holland, Minn., has taken the position of wheat buyer for the mill at Appleton, Minn., succeeding T. W. Nichols, resigned.

C. W. Turner, formerly manager of the National Elevator at Mapes, N. D., has taken a similar position with the Farmers' Elevator Co. of that place.

John Inglis, the Chicago crop expert, left this city on October 3 for Argentina in the interest of the grain commission house of Watson & Co.

William E. Hurd, for a number of years a well-known grain dealer of Logansport, Ind., has leased his warehouse at that place and will remove to Louisville, Ark., where he has purchased a large

farm. Mr. Hurd makes the change on account of failing health.

V. E. Parr has been engaged as grain buyer for Reagan & Hooper at Pollock, S. D.

C. S. Bjelde is now agent for the Monarch Elevator Co. at Gary, Minn. He was formerly in charge of an elevator at Harold, near Crookston, Minn.

Charles Jacobson, who has been traveling for the International Harvester Co., has taken the management of John Kendall's elevator at Owatonna, Minn.

Thomas Lillethun will buy grain at Fingal, N. D., this season for J. F. Whallon of Minneapolis, having charge of what is known as the Jacobson Elevator.

J. I. Sabraw has resigned as agent for the St. Anthony & Dakota Elevator Co. at Neche, N. D., and removed to Saskatoon, Saskatchewan District, N. W. T.

W. C. Bolle, a grain and flour dealer of Rotterdam, Holland, was in Minneapolis, Minn., for some time recently, studying crop conditions of the Northwest.

Frank Griffin has resigned his position at the Farmers' Elevator in Madelia, Minn., to take charge of the Hubbard & Palmer Co.'s elevator at Kasota, Minn.

F. C. Hobart has resigned as manager for the Champlin Farmers' Grain Co. at Champlin Switch, Ill., and will engage in business in Iowa. J. K. Ostrander succeeds him.

H. H. Aldrich, formerly manager for the Neola Elevator Co. at Madrid, Iowa, has removed to Langdon, N. D., and taken charge of an elevator for the National Elevator Co.

C. E. Burgess has removed to Edmore, N. D., and will have charge of the Burgess Elevator Co.'s house at that place. He will also look after the company's other elevators in that section.

H. D. Ballard, formerly of Ridgeland, Wis., has taken the position of superintendent of the Northern Grain Co.'s elevators in Wisconsin, Minnesota and a part of Iowa. His headquarters are at Minneapolis.

August Edberg has resigned as grain buyer for the Century Elevator Co. at Carver, Minn., to take a similar position with the New Prague Flouring Mill Co. at New Prague, Minn. Euclid Massey succeeds him at Carver.

E. C. Northway writes that the elevator at Indianola, Neb., of which he has been manager, is closed and he has been transferred to Bennett, Neb., where he has taken charge of another elevator for the same parties.

William Buttschau, for the past five years with the Wohlheter Elevator Co. at Fairmont, Minn., has taken a traveling position with the Hubbard & Palmer Co. of Mankato, Minn. His principal territory will be the Dakotas.

John Lowry, a Fairland, Ill., grain dealer, had his left leg broken recently by being thrown from a buggy during a runaway. He also suffered other injuries and was picked up unconscious. His condition is said to be dangerous.

E. P. Bauder writes from Portland, Maine, that he is now in charge of the Grand Trunk Railway System's elevators in that city. Mr. Bauder was formerly with H. A. Foss in Chicago and later in charge of the Grand Trunk Elevator at Elsdon, this city.

R. B. Jump, for the past six years with the Lestershire (N. Y.) Lumber and Box Co. as assistant manager, has resigned that connection to take a position with the Empire Grain and Elevator Co. of Binghamton, N. Y. He took up his new duties October 1.

John Edwards has been appointed superintendent of J. G. King & Co.'s elevator at Port Arthur, Ont., to fill the position recently vacated by John Redden, who has taken charge of the Canadian Pacific Railway Co.'s elevators at Fort William, Ont. Mr. Edwards has been employed in the King Elevator for the past twelve years and until his new appointment has had charge of the machinery.

Concerning the facilities of the Minneapolis crushers for handling the coming flaxseed crop, the Minneapolis Journal in a recent issue says: "Minneapolis will break all records the coming season in consumption of flaxseed and production of linseed oil. Already the greatest seed-crushing and oil-shipping center in the United States, the city's capacity has been materially increased since last year. When the new crop of flax begins to arrive there will probably be the most active cash market ever seen here, as there will be 142 presses ready to crush the seed, and the number may be increased to 158. This will mean a daily approximate output of 2,000 barrels, or close to that, which, for linseed oil, is a big total, running to large figures in money value."

## SEEDS

Marlette, Mich., advices state that clover seed is a fine crop at that point.

The white clover crop is reported good as to yield and quality, but short as to acreage.

A good crop of red top is reported, but the quality is said to be inferior to that of last year.

It is announced that G. M. Gwynn will erect a seed warehouse, 20x64 feet in size, at Essex, Iowa.

An average crop of alsike is reported for the United States, while the Canadian crop is said to be short.

The crop of crimson clover in the section around Richmond, Va., is reported the largest ever harvested there.

A petition in bankruptcy is said to have been filed against Montgomery Cushman, a seedsman of Rochester, N. Y.

The seed house at Charlevoix, Mich., owned by D. M. Ferry & Co. of Detroit, was badly damaged by fire on October 10.

Reports on the timothy seed crop vary. Some state average crop and above average quality, while others state good crop and poor quality.

Red clover seed reports vary from superior quality to poor quality, while the yield is estimated at about seven-eighths of an average crop.

The seed firm of White & Lacy at Noblesville, Ind., has dissolved partnership, Marcus White retiring. The business will be continued by Mr. Lacy.

A. D. Berry, assignee of the Hawkeye Seed Co. of Des Moines, Iowa, has been ordered by the court to dispose of a certain amount of the company's stock of seeds.

The American Seed Trade Association will hold its twenty-third annual convention in June. The place has not been announced, C. E. Kendel, Cleveland, Ohio, is secretary.

The D. Landreth Seed Co. has been chartered at Camden, N. J., with a capital stock of \$200,000. Burnet Landreth, Burnet Landreth Jr., and S. Phillip Landreth are the incorporators.

Rogers Bros., wholesale seed dealers at Alpena, Mich., are now running their plant at its full capacity. About 97 girls are employed in the picking room and the total force employed ranges from 110 to 115 people.

A St. Louis dealer writes to King & Co.: "There is no question in our mind but that clover seed in the state of Missouri is considerably short of last season. To date receipts have been considerable less than last year, and prices have certainly been tempting to the farmer. Quality also much poorer."

The seed business of the late Frank Seberger at Crown Point, Ind., has been purchased by Jacob Weber and Peter Hein, who will continue it under the firm name of Weber & Hein. Mr. Weber has been connected with the business in which he just become a partner for the past seven years, being associated with his stepfather, the late Mr. Seberger.

F. E. Winans, 6 Sherman Street, Chicago, Ill., reports under date October 12: The movement of timothy seed from this crop has been free and continuous since harvest. It begins to look as if the seed was very well marketed in most localities and the amount still remaining in the country is below the average for this time of the year. Prices have suffered quite a decline during the movement.

A recent press report from Winnipeg, Man., states that business men of Fergus Falls, Minn., have started a movement to induce the government of the United States to admit Canadian wheat free of duty to be used as seed for next season. The wheat crop in the state is such that the farmers of Minnesota believe that the wheat must be brought in from somewhere and they are inclined to favor the product grown in the Canadian Northwest. Already the matter has been brought to the attention of Senator Nelson and Congressman Steenerson and they will take the matter up with the government.

Clarence Rice, U. S. Consul at Warsaw, Russia, in a recent report has the following to say concerning American clover seed for Russian Poland: "Owing to the extreme drought prevailing in Russian Poland there will be practically no second crop of clover and consequently clover seed for next season must be purchased abroad. American red clover seed has been tried with success in Poland upon other occasions and it is now proposed by certain interests to purchase seed in quantity from America. Dealers are requested to communicate at their earliest opportunity with Daniel Jauasz, Jerozolimska 71, Warsaw, quoting prices c. i. f. Warsaw or Danzig, the former preferred."



## HAY AND STRAW

A Watertown, N. Y., report says that the hay in that vicinity is about all baled.

Alfalfa in the section around Webster City, Iowa, is said to have made a fine growth.

A heavy second crop of clover hay is reported in the vicinity of Rockwell City, Iowa.

Advices from Hartington, Neb., state that the hay crop in the bottoms was an abundant one this year.

Fort Atkinson, Wis., advices state that many farmers in that section have gathered a third crop of hay.

It is reported that P. H. How, formerly of Burlington, Kan., has engaged in the hay business at Chanute, Kan.

A report from Longmeadow, Mass., says that most of the farmers there report about an average hay crop harvested.

The quality of hay now arriving on the St. Louis, Mo., market is said to be unsatisfactory, being mostly low and medium grades.

Ward & Davis are erecting a hay warehouse, 24x60 feet in size, in the rear of their grain warehouse at Milaca, Minn. A hay press will be put in.

Receipts of hay in the Baltimore, Md., market for the month of September were 5,298 tons, as compared with 4,401 tons for the same period last year.

The Los Angeles Hay Storage Co. of Los Angeles, Cal., has been awarded the contract for supplying the San Francisco, Cal., fire department with 300 tons of hay.

John H. Irvin, William Hopps and J. R. Hudgins are the committee on hay and straw quotations of the Baltimore Chamber of Commerce for the current month.

Secretary Goodrich of the National Hay Association has sent out a letter to the members warning them against certain New York dealers who are not doing a legitimate business.

Toledo, Ohio, has been chosen as the place for holding the twelfth annual convention of the National Hay Association, and the board of directors has decided upon July 18, 19 and 20, 1905, as the date.

An alarming scarcity of hay is reported in the vicinity of Helena, Mont., and sheep and cattle will suffer severely unless the situation is relieved. The hay crop of that section was practically a failure this year.

Farmers around Muscatine, Iowa, are said to be holding back their crop of hay for higher prices. The quality of the crop in that section is said to be no better than previous years and the yield below the average.

Charles G. Clarke & Co. is the style of a new firm of hay and straw receivers at Baltimore, Md. Mr. Clarke, head of the firm, was formerly connected with the hay and grain commission firm of James A. Loane & Co., Baltimore.

A late Pittsburg, Pa., report states that, although the receipts of hay are heavy, the market still holds firm and good hay finds a ready sale at full quotations. No. 1 timothy is the most in demand. Sales of clover and mixed hay are slow.

Root & Westervelt, hay and grain dealers of Shelbyville, Ill., have purchased of J. H. Wallace the old Harwood hay property at Cowden, Ill. The property consists of ten acres of land, a hay barn, having a capacity of 800 tons, and the necessary equipment for handling hay.

The Richmond Elevator Co. of Lenox, Mich., is erecting a new hay warehouse, 100 feet in length, at Memphis, Mich. The company's hay warehouse at Doyle, Mich., has also been enlarged. This gives the company warehouses at sixteen stations with a storage capacity of over 350 carloads of hay.

The hay trade of Philadelphia is said to be unsatisfactory at present, with considerable ordinary quality stock waiting to be moved. Old hay about used up and little called for. Western hay received averages good quality. Large nearby crops will likely keep future prices down for some time.

Riverside, Cal., advices of recent date, in reviewing the hay situation of that state, say: "Hay dealers and consumers are impressed with the fancy that hay will be higher by \$1 per ton. The rains have caused notable losses in northern fields. This will force much damaged stuff on the market and may create a temporary flurry, but as a whole the hay crop of the state is conceded to be short. In Southern California this is particularly the case, as the crop is all harvested. One more late cutting of alfalfa may be made, but the market for this is open and no surplus will be found. In about six weeks stocks will come from ware-

houses and this will be the choice and fancy grades. Demand is reported active for hay, and as the Arizona crop will not be available for shipment, as it is short, the outlook for a strong and active market during the remainder of the season is decidedly flattering."

In reply to an inquiry as to whether rusted wheat straw would in any way injure stock to which it was fed, W. M. Liggett, dean of the Minnesota Agricultural School at St. Anthony Park, Minn., is quoted as follows: "A reasonable amount of rusted straw fed with forage and other grain to cattle will not injure them. Much of it is fed every year, and we have no definite information of its being injurious. While clean straw is preferable to either rusty or smutty straw, I would advise using the present crop without fear of bad results."

Late reports from various parts of Illinois concerning the hay situation are as follows: Benton.—Hay baling finished; Salem.—Second crop of hay has been harvested on some meadows here; Greenville.—Heavy hay crop. Most of it being baled; Shelbyville.—Hay baling in progress; Carlinville.—Second crop cut; Decatur.—Local dealers are receiving and shipping out season's hay crop; Morrison.—Large amount of wild hay has been cut on bottoms; Berwick.—Hay is being baled in this vicinity; Washington.—Season has been an exceptionally fine one for haying. Second crop of both timothy and clover have been put up here this year.

Crop Bulletin No. 86 of the Ontario Department of Agriculture sums up the hay and clover crop of that province as follows: "Taking the province as a whole, this crop may be briefly described as a fairly large one, and it has been well saved in most cases. Notwithstanding the great injury to clover in many parts of the province during the winter by ice forming on low-lying fields, a good recovery was made owing to the favorable growing weather of May and June, and timothy has done even better than clover relatively. Some of the early hay was caught by rain, but the bulk of the crop was housed in excellent condition. Hay harvesting covered nearly all of July, cutting not being rushed as much as usual owing to the lateness of the grain crops. The poorest average yields were reported from the Lake Erie counties, where much damage had been done by winter-killing, and many fields of clover had to be plowed up. A few correspondents complain of midge, but injury to the crop by this or any other insect was not general. New meadows did much better than old ones, and spring seeding is turning out well."

T. D. Randall & Co., Chicago, report October 10: Receipts of hay and straw to-day, 100 cars. This includes Saturday, Sunday and to-day's receipts. You can readily see that this is very light. Market is well cleaned up and demand exceedingly good. Choice Timothy Hay selling from \$13.50@14.00; No. 1, \$12.00@13.00; No. 2 and No. 1 Clover Mixed, \$10.00@11.00; the lower grades, \$8.00@9.50. Rye Straw in light supply and wanted, selling at \$8.50; Oat and Wheat Straw, \$5.50@6.00. Illinois and Indiana Prairie Hay in liberal supply and moving very slowly; choice selling from \$6@6.50; Packing Hay, \$5. Kansas and Indian Territory Prairie Hay continues in light supply, choice selling from \$11.00@11.50; No. 1, \$10@10.50. Choice Iowa, Minnesota and Nebraska Prairie Hay quotable from \$10.00@10.50; No. 1, \$8.50@9.50. Advices continue very light, which necessarily means light arrivals for the next four or five days, and we believe that immediate shipments will certainly strike as good a market as the above quotations, with possibility of a better one, and cannot urge you too strongly to market whatever you may have on hand.

H. H. Freeman & Co.'s market report, Chicago, October 11: Timothy—Light receipts and offerings prevail. Demand shows improvement. Buyers are getting more anxious for goods and are taking hold of all good grade hay. While we do not encourage shipping the low grades we advise that you let light mixed hay as well as the better grades come forward. They are moving off to fairly good advantage. The accumulations are practically all worked off. Arrivals on team track are quickly taken and the railroad yards are well cleaned up. Fresh arrivals for the next two weeks will be light, as the recent rainy weather, coupled with the dull, low market which prevailed, has attracted farmers' attention to their work, and we therefore look for no rush of hay for some time to come. Prairie—Market firm on choice grades of upland. Kansas and Southwestern is what buyers are looking for and in the past week market has firmed up and made considerable advance. Common western hays remain dull and heavy; buyers do not care for them. State is in abundant supply with demand very light. We encourage shipping and hope you will let only high-grade goods come. Our market is more of a timothy consumer than it ever has been and the feeder who uses prairie wants only the best grades. Straw—Market shows to be a shade stronger. Receipts are lighter and buyers show more inclination to purchase. There has been

an unusually large amount of oat straw offered recently. This, however, is working off, as are also all arrivals of all goods. It is a pleasure to again advise of better markets and conditions. Outlook is favorable to their continuance and we strongly urge your taking advantage of prevailing prices. You should bear in mind that the grain, as well as the hay crop, is liberal this year and that high markets are unlikely.

In regard to the hay trade situation of Canada, the Trade Bulletin of Montreal, Que., in its issue of September 23, says: "The prospects of doing an export trade in Canadian hay with Great Britain are certainly better than they were, owing to the poor crop on the continent of Europe, as Belgium, Holland and France, it is reported, will have comparatively little hay to ship, and will be dependent more upon supplies from this side."

The Orange Judd Farmer presents an estimate of the American hay crop for 1904, showing the number of acres under cultivation, the average yield per acre and the total production by states, from which it appears that the number of acres under cultivation this year in the entire United States is 40,098,000 and the total yield (estimated) 58,164,000 tons, or an average of 1.45 tons to the acre. This is an increase of 61,000 acres under cultivation and of 358,000 tons in the crop as compared with 1903, the yield being slightly heavier on the average than last year's. An interesting feature in the exhibit made is the fact that the yield of hay to the acre is higher in Washington than in any other state, being 1.90 tons, while the next best showing is 1.72 tons per acre in Oregon. Wisconsin yields 1.65 tons per acre; Pennsylvania, Tennessee and Minnesota, 1.62 tons per acre; Kansas, 1.59 tons; North Dakota, 1.56 tons; Arkansas, 1.55 tons; Nebraska, 1.54 tons; Iowa, 1.53 tons; California, 1.52 tons; Ohio, 1.50 tons; New York and Kentucky, 1.45 tons; Texas, 1.41 tons; West Virginia, Missouri and South Dakota, 1.40 tons; Indiana, 1.36 tons; Michigan, 1.35 tons; Illinois, 1.34 tons; New England, 1.25 tons, and Oklahoma, 1.15 tons. Other states not mentioned are rated at 1.35 tons.

### RANGE OF PRICES AT CHICAGO.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending September 17 quotations at the close ranged as follows: Choice Timothy, \$12.00@12.50; No. 1 Timothy, \$11.00@11.50; No. 2 Timothy, \$9.00@10.00; No. 3 Timothy, \$8.00@9.00; choice Prairie, \$9.50@10.00; No. 1 Prairie, \$9.00@9.50; No. 2 Prairie, \$8.00@8.50; No. 3 Prairie, \$7.00@7.50; No. 4 Prairie, \$5.00@6.00. Inside prices on Prairie Hay for State and outside for Kansas, Nebraska and Iowa Hay. Sales ranged at \$7.00@12.00 for poor to choice Timothy, \$6.50@7.50 for State, and \$8.00@10.00 for Kansas Prairie Hay. Straw was in light supply and the inquiry was good. Prices were higher. Rye Straw sold at \$8.50. The receipts for the week were 4,137 tons, against 4,201 tons for the previous week. Shipments for the week were 210 tons, against 249 tons for the previous week. Choice grades of both Timothy and Prairie Hay met with a moderate demand during the week. Medium and low grades were in liberal supply and dull. The demand was light from all sources and receivers found it difficult to make sales.

During the week ending September 23 quotations at the close ranged as follows: Choice Timothy, \$12.00@12.50; No. 1 Timothy, \$10.50@11.50; No. 2 Timothy, \$8.50@9.50; No. 3 Timothy, \$8.00@8.50; choice Prairie, \$10.00@10.50; No. 1 Prairie, \$9.00@9.50; No. 2 Prairie, \$8.00@8.50; No. 3 Prairie, \$7.00@7.50; No. 4 Prairie, \$5.00@6.00. Inside prices on Prairie Hay for State and outside for Kansas, Nebraska and Iowa Hay. Sales ranged at \$7.00@12.50 for poor to choice Timothy, \$5.50 to \$6.50 for Thrashed Timothy, \$6.00@7.50 for State and \$9.00@10.50 for Kansas Prairie Hay. Rye Straw sold at \$7.00@9.00 and Oat Straw at \$5.00. The receipts for the week were 5,332 tons, against 4,137 tons for the previous week. Shipments for the week were 252 tons, against 210 tons for the previous week. A dull and dragging market was experienced for both Timothy and Prairie Hay during the week. Prices declined about \$1 per ton and the market closed very dull at the reduction.

During the week ending October 1 quotations at the close ranged as follows: Choice Timothy, \$12.00@12.50; No. 1 Timothy, \$10.50@11.00; No. 2 Timothy, \$8.50@9.50; No. 3 Timothy, \$7.00@8.00; choice Prairie, \$10.00@11.00; No. 1 Prairie, \$9.00@9.50; No. 2 Prairie, \$8.00@8.50; No. 3 Prairie, \$6.00@6.50; No. 4 Prairie, \$5.00@5.50. Inside prices on Prairie Hay for State and outside for Kansas, Nebraska and Iowa Hay. Sales ranged at \$6.00@12.50 for poor to choice Timothy, \$5.50@7.50 for State and \$9.00@10.00 for Kansas and Iowa Prairie Hay. Rye Straw sold at \$7.00@8.50 and Oat Straw at \$6.00. The receipts for the week were 4,525 tons, against 5,332 tons for the previous week. Shipments for the week were 394 tons, against 252 tons for the



previous week. Choice grades of Timothy and Prairie Hay were in only moderate supply during the week and a rather good demand existed. The offerings of low and medium grades were large and the demand was very light. Prices declined 50c@\$.1.00 per ton.

During the week ending October 7 quotations at the close ranged as follows: Choice Timothy, \$12.00@13.00; No. 1 Timothy, \$10.50@11.00; No. 2 Timothy, \$8.50@9.50; No. 3 Timothy, \$7.00@8.00; choice prairie, \$10.00@11.00; No. 1 Prairie, \$9.00@9.50; No. 2 Prairie, \$8.00@8.50; No. 3 Prairie, \$6.00@6.50; No. 4 Prairie, \$5.00@5.50. Inside prices on Prairie Hay for State and outside for Kansas, Nebraska and Iowa Hay. Sales ranged at \$7.00@13.00 for poor to choice Timothy, \$5.50@7.00 for State and \$7.50@10.00 for Kansas and Iowa Prairie Hay. Rye Straw sold at \$8.00@8.50 and Oat Straw at \$6.00@6.25. The receipts for the week were 3,700 tons, against 4,525 tons for the previous week. Shipments for the week were 146 tons, against 394 tons for the previous week. The demand for choice Timothy and Prairie Hay was good throughout the week and a firm feeling prevailed. The arrivals were only fair and consignments sold readily. Medium and low grades were in only moderate supply but the demand was light and the market ruled dull. Prices were weak but not particularly lower.

## FIRES--CASUALTIES

James Burke, a 15-year-old boy, was smothered to death in an elevator at Doniphan, Neb., recently.

The Western Elevator Co.'s elevator at Butterfield, Minn., was slightly damaged by lightning on September 27.

Schuman Bros.' elevator and a number of other buildings at Rolla, Mo., were destroyed by fire on the night of September 17.

Dull Bros.' grain elevator at Van Wert, Ohio, was totally destroyed by fire on the night of September 27, causing a loss of \$3,800.

The Hubbard & Palmer Co.'s elevator at Rutland, Minn., was struck by lightning on September 25 and damaged to the extent of about \$50.

One side of the Ellis Elevator at Havensville, Kan., gave way recently, allowing about 400 bushels of corn to run out into the basement.

J. F. Owens, an employe of the Hayes-Eames Elevator Co. at Table Rock, Neb., was severely bruised on September 12 by being caught between a car and the elevator platform.

The grain warehouse at Underwood, N. D., owned by the Mandan Mercantile Co. of Mandan, N. D., was burned on September 18. There was \$8,000 insurance on the property.

The recently completed elevator at Thompson, N. D., owned by the Thompson Farmers' Elevator Co., partially collapsed on October 2, allowing 3,000 bushels of flax to run out upon the ground.

The Ohio City Elevator Co.'s elevator at Ohio City, Ohio, a branch of the Rockford Milling Co. of Rockford, Ohio, was burned on September 30. There was \$8,000 insurance on the property.

The George C. Bagley Elevator Co.'s elevator at Summit, S. D., was destroyed by fire on September 18. A number of other buildings were also burned. The fire is supposed to have been started by tramps.

The grain elevator at Brook, Ind., owned by Jacob and Walter Rich, was destroyed by fire, together with about 10,000 bushels of grain, on the night of September 15. The loss was partially covered by insurance.

The Big Four Elevator at Ohlman, Ill., was burned on the night of October 3. The fire is thought to have been caused by sparks from a passing engine. The loss is estimated at about \$3,000, covered by insurance.

Fire in the Neola Elevator Co.'s elevator at Neola, Iowa, on October 5 was discovered and extinguished before much damage was done. The flames broke out in the coal bins and are supposed to have been caused by spontaneous combustion of coal dust and fine coal.

The grain elevators at Heron Lake, Minn., owned by the Benson and St. John Grain companies, were damaged by fire on October 8. The elevators were insured for \$5,000 each in the Tri-State Grain Shippers' Indemnity Co. The Benson Grain Co. also carried \$3,000 of other insurance.

The elevator at Yorkshire, Iowa, owned by the Chicago, Milwaukee & St. Paul Railway Co., and operated under lease by the Neola Elevator Co., was totally destroyed by fire on the morning of September 20. The fire broke out at about 3 o'clock a. m. and its origin is unknown. One report states that it is supposed to have started in the coal pile in the engine room and another that

it caught from sparks from a passing locomotive. About 2,000 bushels of grain were destroyed. The total loss is estimated at about \$10,000, partially covered by insurance.

The premises of Charles P. Matthews & Sons, wholesale flour, feed and hay dealers at Scranton, Pa., were badly damaged by fire on the night of September 30. The loss on the building is estimated at \$1,000 and the loss on stock at about \$3,500, both covered by insurance.

At an early hour on the morning of September 29 the main elevator of the Mattoon Elevator Co. at Mattoon, Ill., was destroyed by fire, causing a loss of \$12,000, with \$10,000 insurance. The burned building contained 2,000 bushels of oats and 3,000 bushels of corn, all of which were destroyed.

An incendiary attempt to burn the recently completed Farmers' Elevator at Mapes, N. D., was made on the night of September 24, but the blaze was discovered and extinguished before much damage resulted. The fire was started under the driveway, kerosene oil being used for the purpose.

The Thompson Elevator at Flournoy, Ky., operated by Waller, Young & Co., was burned to the ground recently. It contained about 2,800 bushels of wheat. The fire is thought to have been caused by sparks from a passing engine. The grain was insured, but there was no insurance on the elevator.

Benjamin J. Grogan, superintendent of the Brooklyn Elevator and Milling Co.'s plant in the Borough of Brooklyn, New York City, N. Y., was seriously injured on September 29 by being struck by a steam shovel. He was hurled a distance of about twenty feet. His left leg was fractured and he sustained internal injuries.

The Iowa-Minnesota Cereal Co.'s elevator at Winnebago City, Minn., had a narrow escape from destruction by fire on September 9. The blaze started on the roof of the wooden driveway and was caused by a spark from a passing locomotive. It was discovered and extinguished before it had gained much headway.

The office and warehouse of the Ohio Milling and Elevator Co. at Marion, Ohio, were partially destroyed by fire at an early hour on the morning of September 23. The loss is estimated at \$4,000, fully covered by insurance. The origin of the fire is unknown, but it is possible that it was started by a hard coal grate in the office.

J. F. Leising & Co.'s elevator at Chicago Heights, Ill., was damaged by fire of unknown origin on September 7. The fire started in the cupola, 90 feet above the ground. The damage to the building is estimated at \$500 and the damage to its contents, 1,200 bushels of oats and 200 bushels of rye, at an equal amount. The property was insured.

A small fire in the basement of the Davenport Elevator Co.'s elevator at Davenport, Iowa, on the evening of September 9, was extinguished before much damage was done. The blaze was discovered by the watchman. The employes had the fire under control by the time the fire department arrived. A dust explosion caused by a hot journal started the blaze.

The Western Grain Co.'s elevator at Cherokee, Iowa, was damaged by fire on September 18. It is supposed to have been started by a spark from a switch engine. The elevator contained about 7,000 bushels of oats, a large quantity of barley, a carload of feed and one of flour, all of which were damaged by fire and water. The damage to the building itself is estimated at about \$200.

A. F. Jones' grain elevator at Pratt, Kan., was burned at about 3 o'clock a. m., September 8, together with about 10,000 bushels of wheat. The fire is reported to have been caused by the explosion of a lantern. A number of improvements had recently been made to the elevator, including the installation of a new gasoline engine. The loss is said to be about \$15,000, with \$2,100 insurance.

The Fowler Grain Co.'s elevator at Fowler, Ind., was destroyed by fire on the afternoon of September 8. Cars were being loaded at the time the fire was discovered. The fire started on the inside of the building near the top and is supposed to have been caused by a hot journal. The elevator contained three carloads of oats and one of corn. The loss is partially covered by insurance.

Twenty-five feet of the north wall of Elevator "A" of the Eckhart & Swan Milling Co., at Ada Street and Carroll Avenue, Chicago, collapsed on the afternoon of October 8. No one was injured by the crash, but the building and the grain within it was damaged to the extent of \$5,000. It is believed that in rebuilding that part of the building after a fire over a year ago some of the supports were placed insecurely, and they gave way under the strain of thousands of bushels of grain. The officials of the company are investigating the affair. The building is constructed so that the cars used to haul grain to and from the place pass beneath a part of the north end of the building. This part

of the building extended three stories above and was built of wood. A freight car beneath this part of the building was demolished when the framework gave way. No one was working in that part of the structure at the time of the collapse.

The grain and flour warehouse of George C. Gallagher at Philadelphia, Pa., was partially destroyed by fire, supposed to have been caused by spontaneous combustion, on September 21. The fire was discovered at 10 o'clock a. m. and before it was extinguished caused a loss estimated at between \$10,000 and \$15,000. Ten horses stabled in the rear of the structure were rescued with difficulty.

The elevator at Waukesha, Wis., owned by the Chicago, Milwaukee & St. Paul Railway Co., and leased by Frank Smart, was damaged by fire on the afternoon of September 26. A hot journal in the top of the elevator started the blaze. It was discovered and extinguished before much damage was done to the building, but the contents of the elevator, several thousand bushels of barley, oats, corn and rye, were badly damaged by water.

Fire at Yale, S. D., on September 10, destroyed the elevator, office and stable owned by the Northwestern Elevator Co. About eight carloads of wheat, two horses, six box cars and about three carloads of coal were also burned. When the fire was discovered, at about 4 o'clock a. m., the elevator was a mass of flames and nothing could be done to save it. The origin of the fire is unknown. The loss is estimated at \$6,000, with small insurance.

While E. E. Manning, agent for the Powers Elevator Co. at Josephine, N. D., was attending to the machinery in the elevator on the afternoon of September 28, his coat sleeve caught in a belt and all his clothing was torn off except his shoes. He suffered a compound fracture of his left leg just above the ankle and a number of severe bruises. His cries for help were heard by a passer-by, who came to his assistance and shut down the machinery. Nothing but Mr. Manning's presence of mind in bracing himself until his leg broke and let him loose saved his life.

The Jones Grain Co.'s elevator at Mynard, Neb., was destroyed by fire, supposed to have been started by sparks from a passing engine, on the morning of September 10. There were 1,400 bushels of wheat in the elevator, all of which was destroyed. A carload of wheat on a nearby sidetrack was also burned. The Jones Grain Co., whose headquarters is at Nebraska City, Neb., purchased the elevator about a year ago. It was valued at \$6,000. The loss on the grain is said to be fully covered by insurance and that on the elevator only partially. The elevator is being rebuilt.

The Federal Elevator Co.'s elevator at Climax, Minn., was destroyed by fire, together with 12,000 bushels of wheat and 1,000 bushels of flax, on October 6. The fire was caused by an explosion of gasoline in the engine room and the flames spread so rapidly that nothing was saved but the books from the office. The engine, it seems, had not been running right, and the manager went to the engine room with a lantern to see what the trouble was and found that one of the pipes leading from the tanks to the engine was leaking. While attempting to tighten one of the bolts, the gasoline that had already escaped exploded. The manager escaped with a badly burned face and hands somewhat scorched. The capacity of the elevator was 25,000 bushels, and the loss was fully covered by insurance.

The Rock Island Elevator at South Park, St. Joseph, Mo., owned and operated by the South Park Elevator Co., was destroyed by fire on September 21. The fire was discovered at 3:15 o'clock a. m., by G. F. Hawley, the superintendent of the elevator, and is supposed to have been started by sparks or live coals from the engine in the power plant. Superintendent Hawley had worked in the elevator with a force of men until 10 o'clock p. m., installing some new machinery, and was spending the remainder of the night at the home of an employe near by. Mr. Hawley was awakened by the crackling of burning timbers and discovered that the engine room of the elevator was in flames. An alarm was at once turned in, but by the time the fire department arrived on the ground the entire elevator was on fire. The burned elevator had a capacity of 75,000 bushels and contained about 40,000 bushels of wheat at the time of the fire. Fifty carloads of wheat standing on the sidetrack near the elevator were safely removed by a Rock Island switch engine. One Rock Island box car, containing 700 bushels of wheat, was burned and others badly scorched. The elevator proper was totally destroyed and the machinery in the engine room damaged beyond repair. The Chicago, Rock Island & Pacific Railway Co. erected the elevator about fifteen years ago. It was purchased by the South Park Elevator Co. a year ago last July. This company, of which C. G. Benton of Kansas City is president and A. J. Brunswig of St. Joseph, secretary and treasurer, had made many improve-



ments to the property and had planned to increase the capacity. The elevator was 50x50 feet in size and 80 feet high. The main part of the building was constructed of pine lumber, covered with corrugated iron. The engine room was a one-story brick building with a 60-foot steel smokestack on top. The loss on the buildings and machinery is estimated at \$25,000 and the loss on the contents at \$35,000. Insurance to the amount of \$50,000 was carried on the property, of which \$20,000 was on the plant and \$30,000 on its contents. The elevator company will rebuild as soon as possible, erecting a modern elevator of larger capacity than the burned one.

## OBITUARY

Charles Woolman Taylor of the firm of Taylor Bros., dealers in grain, flour, feed and seeds at Camden, N. J., died recently.

William Hogan, who was connected with the Chicago grain commission firm of Logan & Bryan, died in this city on September 25.

In a fit of melancholia Jacob S. Brown, aged 48 years, a grain dealer of Marsh, Pa., hanged himself on September 28. No reason is known for his act.

J. C. Morris, a member of the Chicago Board of Trade and a partner in the commission firm of Morris & Brown, Pittsburg, Pa., died in that city on October 9, aged 49 years.

Alfred Fryer, manager of the Newark Grain and Hay Co., at Newark, N. J., shot and killed his wife and then committed suicide on the morning of October 8. Domestic difficulties caused the tragedy.

James Cowin of Minneapolis, Minn., died at his residence in that city on October 2. The deceased was a member of the Minneapolis Chamber of Commerce and had been a resident of Minnesota for over thirty years.

John W. Grace, head of the grain shipping firm of W. R. Grace & Co. of San Francisco, Cal., died recently at his country home in West Morling, Kent, England. Mr. Grace retired from active business in 1898 and had since resided in England.

Peter Cormott Williams, an aged resident of St. Louis, Mo., died at the residence of his son in that city on September 30. Mr. Williams was a native of Elizabeth City, N. C., and early in life removed to Baltimore, Md., where he engaged in the grain commission business. He removed to St. Louis about twenty-five years ago. The deceased was 76 years of age and leaves three sons.

Francis White, a director in several financial, educational and charitable institutions of Baltimore, Md., died at his summer home in a suburb of that city on September 12. The deceased was born in Perquimans County, N. C., in 1825. He became a resident of Baltimore about fifty years ago and with his father and brother engaged in the wholesale grain and commission business. He retired a few years ago. Mr. White was the last original member of the Johns Hopkins University corporation.

Samuel W. Weidler, president of the Standard Mills and Elevator Co., and one of the most prominent members of the Cincinnati Chamber of Commerce, died at his home in Wyoming, Ohio, a suburb of Cincinnati, on September 12. The deceased was 54 years of age and had been in the grain trade at Cincinnati for 25 years, going to that city from Lancaster, Pa. He organized the Samuel W. Weidler Co. soon after his arrival in Cincinnati. This company has since become the Standard Mills and Elevator Co. Mr. Weidler was a member of the Wyoming Village Council and was prominent in the social affairs of the suburb. He is survived by two sons, his wife having died a few months ago.

William B. Potts, a well-known flour and grain broker in Philadelphia, Pa., died at the Hahnemann Hospital in that city on September 22. For some time Mr. Potts had suffered from partial paralysis and a few days before his death it was decided that an operation would be necessary to remove a tumor from his brain. On the day of his death the physicians had made all the preparations for the operation, but the patient died before the knife was applied. Mr. Potts was a member of the Philadelphia Commercial Exchange for more than thirty-three years and was several times a director of that body. He was also for the past twenty years the judge of the annual elections of the Exchange. He was born in Lawrenceville, N. J., in 1848; removed to Philadelphia in 1867; and in 1870, at the age of 22 years, formed a partnership with Robert McCauley, engaging in the flour and grain trade under the firm name of Potts & McCauley. After three years in this connection he became a member of the firm of Harper, Potts & Roberts.

Later he branched out for himself and continued in the flour and grain brokerage business up to the time of his death. Mr. Potts leaves a widow and four sons.

Edward O'Reilly, the representative of James Richardson & Son, grain merchants of Kingston, Ont., on the Winnipeg market, and a well-known member of the Winnipeg Grain Exchange, died in that city on September 19 of pneumonia. He was 56 years of age and a native of Wolfe Island, Ont., where his boyhood days were spent. While yet a young man he removed to the Canadian Northwest and engaged in the cattle trade. He soon drifted into the grain business and formed a connection with the James Richardson Co., representing that concern at Neepawa, Man. He later removed to Portage la Prairie, Man., and about eight or nine years ago opened an office in Winnipeg. He became a director of the Winnipeg Grain Exchange and was one of the most prominent members of that body. Mr. O'Reilly leaves a widow, two sons, three brothers and three sisters. His remains were taken to Wolfe Island, Ont., for burial.

Morris L. Johnson, a member of the grain firm of W. H. Small & Co., Evansville, Ind., died at the Deaconess Hospital in that city on September 24. He had been in ill health since the holidays last year. Mr. Johnson was interested in a number of business enterprises, including the Eldorado Grain and Hay Co. of Eldorado, Ill., and the Evansville Elevator and Storage Co. He was born in Wabash County, Ind., fifty-one years ago last June, and before he reached the age of maturity removed with his father to Cincinnati, Ohio, where the elder Johnson and his brother, an uncle of the deceased, engaged in the pork packing business. About eighteen years ago he joined W. H. Small at Evansville in the grain business and became the junior partner of the firm. This partnership continued until the death of Mr. Johnson. He is survived by his widow, a nine-year-old daughter, his aged father, one sister and several half sisters. He was a member of St. Paul's Church, Evansville, and a prominent member of the Masonic fraternity, the Royal Arcanum, Court of Honor, National Union and Modern Woodmen.

Franklin Edson, a former mayor of New York City and a member of the New York Produce Exchange, died on September 24, aged 72 years. His death was due to general debility and occurred after a lingering illness. Mr. Edson was born in Chester County, Vermont, in 1832. At the age of nineteen he removed to Albany, N. Y., and engaged in business in partnership with his brother, Cyrus. In 1866 he removed to New York City and engaged in the grain commission business, founding the firm of Franklin Edson & Co. When elected mayor of New York City he had been three times president of the Produce Exchange. He is best remembered for his work in behalf of free canals and for modern methods of handling grain at the port of New York. He was for some time president of the Free Canal Union, whose purposes he had actively promoted by written papers and personal zeal. Through his efforts the present system of grain elevators at New York was built and the method of transportation and grading of cereals now in use was adopted. He continued his office in the Produce Exchange Building until forced to retire from business by failing health. In politics Mr. Edson was a Democrat. In 1882 he was nominated as the Democratic candidate for mayor by all three factions then existing in the party and served as mayor in the two following years. At the time of his death Mr. Edson was connected with two of the largest financial institutions of New York City and with several manufacturing enterprises. He is survived by three sons and two daughters, his wife and two sons having preceded him to the Great Beyond. The New York Produce Exchange passed resolutions on September 24 calling attention to the achievements of Mr. Edson and extending sympathy to the family.

A late King & Co. circular says: "Hamburg dealer, who has been favorable to the bull side, favors us with the following clover seed crop estimate under date of September 21: Austria, about 40 per cent of an average. Hungary, almost failure; perhaps 20 per cent of an average. Poland, the same, perhaps only 10 per cent. South of Russia, 30 to 40 per cent of an ordinary yield. Center of Russia, an average crop. North of Russia, nearly nil. Belgium, Luxemburg and Holland, about 80 per cent of an average. North of France, considerably below the usual. Center of France, 50 per cent of the average. South of France, 30 to 40 per cent of ordinary result. Italy, small crop, much less than a medium. England, 50 per cent of an average. South of Germany, 50 per cent of an average. Center of Germany, 20 per cent of an average. North of Germany, nothing, as usual. West and East of Germany, total failure. Chili, about 15,000 bags, against 12,000 bags exported last year."

## TRANSPORTATION

Lake rates from Chicago have ruled steady on the basis of 1¼ cents for corn to Buffalo and Georgian Bay.

The falling off of grain exports has resulted in the withdrawal of many trans-Atlantic vessels from the port of Philadelphia.

General freight business between Chicago and Buffalo is so satisfactory that some of the lines of vessels are not seeking grain cargoes.

Work on the Arkansas, Missouri & Kansas Railway is being pushed rapidly. The road is being built from Chanute, Kan., to Memphis, Tenn.

The advance in grain rates from Chicago to the Atlantic seaboard, which was to go into effect October 1, has been postponed until November 1. The rates are 17½ cents on domestic and 15 cents on export shipments.

Indications now point to a considerable movement of Pacific Coast wheat east by way of Duluth and the lakes. On the basis of present rates there is a difference of about 2½ cents per bushel in favor of the lake-and-rail over the all-rail route.

The Interstate Commerce Commission will hear evidence in support of the complaint made by the Central Grain Trade Association, with headquarters at Wichita, Kan., against the Rock Island and Santa Fe roads. The complaint alleges unjust and discriminative rates on export grain from Kansas points to the Gulf.

The Burlington has inaugurated a new system of switching charges on grain cars at Omaha and Council Bluffs. When a car of grain that has been held on a siding for a few days is transferred to another road the shipper must pay the Burlington \$2, but if the car is reconsigned to its destination over the Burlington the additional charge is not imposed.

W. P. Trickett, commissioner of the transportation bureau at Kansas City, has issued a new rate book, giving the rates on grain, grain products and hay from all points in Kansas, Nebraska, Indian Territory and Oklahoma to Kansas City, Omaha, Mississippi River points, Chicago, Minneapolis, Gulf ports for export, also differentials for making rates to other markets.

The Northern Pacific on October 5 put into effect a rate of 52½ cents on wheat to St. Louis and East St. Louis. The rate is concurred in by the Oregon Railroad & Navigation Co. and will apply to points in the respective territories of the two roads. The O. R. & N. has also published a rate on oats westbound from Kansas and Nebraska points of 50 cents per hundred to Pacific Coast points.

The Canadian government has decided to send out survey parties for the canalization of the French River from Georgian Bay to North Bay, to shorten the distance between the Great Lakes and the Atlantic seaboard. The sum of \$250,000 was voted at the last session of parliament for preliminary expenses in connection with this government work, which covers the survey of the entire route of the proposed Ottawa and Georgian Bay canal.

Boston grain interests are alarmed at the possibility of the re-establishment of the minimum rate agreement formerly in force among trans-Atlantic carriers. The principal Atlantic lines at present are engaged in a passenger rate war and are carrying immigrants at ruinously low figures. It is possible that they would be glad to raise freight rates, but hardly probable that they will do so until the passenger situation is adjusted on a more satisfactory basis.

During the past few weeks several British vessels that have brought cargoes to be delivered back in the Dominion have come to Chicago to load grain for Montreal and Toronto. They have brought with them flour and other commodities on which there is a duty, loaded at Fort William and Port Arthur. The plan of shipping in this manner is an innovation, and under the circumstances custom house officers have been aboard the boats while they were loaded with grain.

On September 24 the Oregon Railroad & Navigation Co. put into effect a special rate of 5 cents per hundred on wheat hauled from Chicago to Detroit. The old rate from The Dalles, Ore., to Chicago was 62½ cents, which makes the new schedule 67½ cents from The Dalles to Detroit. The new rate is for the purpose of making an earlier delivery and getting quicker car service on shipments to Detroit and vicinity. The old plan necessitated transferring to Duluth and shipping from that point across the lakes to Detroit. The same road has also made a new rate of 60 cents a hundred on wheat from The Dalles and all points east to Memphis and common points. This became

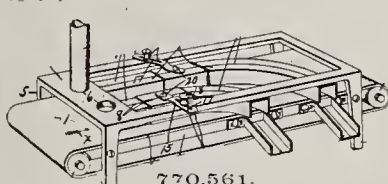
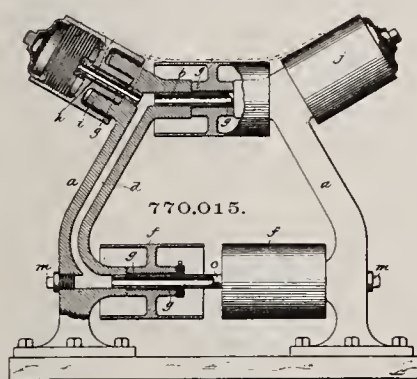
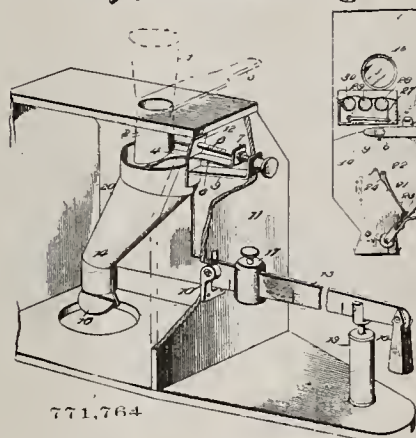
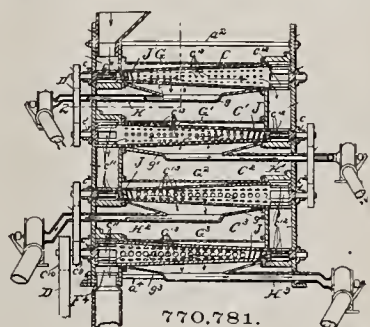


effective September 19 and was a reduction of 7½ cents. On wheat milled in transit at Denver the rate is 62 cents.

A charter was made in Duluth on September 30 covering a cargo of Duluth wheat to Chicago at 2 cents, the same rate that then prevailed on cargoes from Duluth to Buffalo.

The Western and Eastern lines have decided to renew the joint traffic agreement. According to the agreement the Eastern roads will join the Western in making the same rates from the Upper Mississippi River crossings through Chicago as are made through St. Louis. By this plan the Chicago market will be protected and grain will not be diverted through the St. Louis gateway. In the past whenever the Western roads asked their Eastern connections to join them in making the same rates as were in force through St. Louis they were told to make the rates and absorb all the shrinkage. The rates accordingly were never put in and Chicago suffered in consequence.

The Central Traffic Association has decided to allow transit privileges on through billed wheat to Chicago shippers. This privilege of loading through billed wheat into elevators here and shipping it in sixty days on the remaining rate had been in force until removed recently by the railroads. The Association's notice reads: "That we accord the transit privileges of shipments of wheat originating at Missouri River points, or beyond, destined to Central Freight Association points,



subject to a minimum of 60,000 pounds per car, with the understanding that the payment of switching and transfer is left to the option of each individual road." The action of the Traffic Association is due to representations made by the Board of Trade special committee on rate discrimination, headed by J. T. Sickel.

This season, for the first time since the trans-continental railroads have been in operation, flour is being shipped from the Pacific Coast to New York by vessel. It is estimated 12,000 or 15,000 tons of flour will be shipped to the Atlantic seaboard by the same route, and if the eastern demand for western wheat and the manufactured product continues brisk, it is believed to be a very short time until sailing vessels will be chartered to carry grain to the Atlantic ports. The statement is made that such would be the case now, were it not for the fact that only American vessels can be used in carrying freight between American ports. As tonnage of this character is rather limited on the Pacific Coast at the present time, it is thought to be very doubtful as to whether or not the plan can be carried out at anything like an early date. Should strong inducements be made in the way of freight rates, however, it is claimed that plenty of tonnage would soon be forthcoming.

A grain dealer at Portal, N. D., was arrested on October 3 and bound over to the United States grand jury at Fargo, on a charge of smuggling Canadian wheat into this country on March 24 last. The accused is quite a prominent man of the neighborhood.

Imports of flaxseed for the month of August were 9 bushels, valued at \$10. No flaxseed was imported for the corresponding period last year. For the eight months ending with August 208,914 bushels of flaxseed, valued at \$195,890, were imported, as compared with 13,389 bushels, valued at \$19,133, for the corresponding eight months ending with the preceding August.

## LATE PATENTS

### Issued on September 13, 1904.

Grain Door.—George L. Merrill, Eureka Springs, Ark. Filed Sept. 28, 1904. No. 769,706. See cut.

Conveyor Rollers.—Frank N. Merrill, Belgium, Wis. Filed Oct. 23, 1903. No. 770,015. See cut.

### Issued on September 20, 1904.

Grain Separator.—Andrew E. Sable, Nanticoke, Pa. Filed May 10, 1904. No. 770,507.

Switch-Off Device for Endless Conveyors.—Friederick O. Crowley, Oswego, N. Y. Filed March 12, 1904. No. 770,561. See cut.

### Issued on September 27, 1904.

Separating, Grading and Polishing Machine.—Charles T. Rowland and Lewis F. Longmore, Lowell, Mass.; said Longmore assignor to said Rowland. Filed July 17, 1901. No. 770,781. See cut.

### Issued on October 4, 1904.

Automatic Feed Regulator.—Harry H. Bousser, Halstead, Kan. Filed July 10, 1903. No. 771,764. See cut.

Machine for Measuring, Bagging and Registering Grain.—Rowland Davies, Utica, Wis. Filed Feb. 10, 1903. No. 771,770. See cut.

## BARLEY AND MALT

The New Ontario Brewing Co. has been chartered at North Bay, Ont., with a capital of \$30,000, to carry on a brewing and malting business. The provisional directors include: A. F. Doyle, J. J. Doron and J. Evers.

Concerning the barley situation in the Northwest the Duluth Commercial Record of October 1 says: "Barley is about the sickest proposition around the Northwest just at the present moment. In the absence of an option market handlers find it pretty hard to keep even. There seems to be an impression among eastern buyers that the Northwest has raised a barley crop and they are sitting back waiting for it to come to them. As a result malting barleys are rapidly reaching a feed price basis and that is around 32 to 36 cents now. The very choicest malting will not bring over 45 cents."

The construction work on the Winona Malting Co.'s new plant at Winona, Minn., is being pushed forward as rapidly as possible and it is expected that the exterior of the buildings will be finished before snow flies. The plant will consist of a five-story malt house, 50x150 feet in size, a kiln building, a working house, a boiler and engine house and twelve steel storage tanks each 80 feet high. These tanks will each have a capacity of 20,000 bushels, which, with the capacity of the five intersecting tanks between the main tanks, will give a total storage capacity of 300,000 bushels. The buildings will all be of brick and steel construction. The entire plant will be equipped with modern machinery and will be capable of using

2,000 bushels of barley a day when in full operation. The Minneapolis Steel and Machinery Co. of Minneapolis is the contractor.

Dr. Robert Wahl of Chicago has been appointed special agent of the U. S. Department of Agriculture for the study of American barley in regard to its suitability for brewing purposes.

The Edmonton Brewing and Malting Co. of Edmonton, Alberta, Can., is erecting a new malt house in that city. This company is operated under the same management as the Brackman-Kerr Milling Co.

## IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.			
Imports—	Bushels.	Value.	
August, 1903 .....	17	\$	14
August, 1904 .....	3,027		1,530
Eight mo. end. August, 1903....	7,676		3,950
Eight mo. end. August, 1904....	28,504		14,346
Exports—			
August, 1903 .....	1,552,788		\$76,596
August, 1904 .....	245,308		119,637
Eight mo. end. August, 1903....	3,148,334		1,798,650
Eight mo. end. August, 1904....	2,906,559		1,646,833

BARLEY MALT.			
Exports—			
August, 1903 .....	32,790		23,916
August, 1904 .....	47,493		34,434
Eight mo. end. August, 1903....	257,704		189,794
Eight mo. end. August, 1904....	342,627		244,887

Mr. B. P. Hutchinson once said of a wordy member of the board and a daily contributor to the press, "There goes a man who can tell you all about the grain crops of the world; all about how the prices must go; can tell you everything—except where his next meal is to come from." This class of press prophets were put somewhat in the shadow to-day by the sharp drop in values, "from the circumference all round to the center."—Pope & Eckhardt Co., October 6.

## FOR SALE.

All the machinery contained in the Lancaster Mill, Lancaster, Pa. Used very little, practically good as new.

C. H. DEMPWOLF,  
YORK, PA.

## Burlap Bags!! Grain Bags!!

ALL SIZES MADE TO ORDER

W. J. JOHNSTON, 182 Jackson St., Chicago.

## FOR SALE THE PAXTON MILL at Harrisburg, Pa.

Capacity, 1,200 Barrels

C. H. DEMPWOLF, - York, Pa.

## ROOFING AND SIDING.

## SYKES STEEL ROOFING CO.

611 So. Morgan Street, Chicago



### MAKERS OF FIREPROOF WINDOWS

WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc.

We make a specialty of

### Corrugated Iron and Metal Roofing For Grain Elevators

And take contracts either for material alone or job completed. Write us for prices. We can save you money.

## Mills For Sale

Having purchased the mills of the Eastern Milling & Export Co., I offer the same for sale.

C. H. Dempwolf, - York, Pa.



# C. A. BURKS, The Elevator Broker

212 CHAMBER OF COMMERCE

- - - DECATUR, ILLINOIS

## The Only Man

Devoting his entire time and attention to selling Elevators,  
Mills, Coal and Lumber Yards, Implements, Stocks, etc.

**Years of Experience** as the operator of country stations and a track buyer and receiver of grain put me in a position to serve you intelligently, if you are looking for a good grain point and plant. I also make a specialty of Lumber and Coal Yards, having conducted both in connection with my stations, which puts me in a position to judge the value of such property and assist you in selecting a location. The following is a recapitulation of the Elevators and Mills which I have to offer at the present time:

No.	Price	Capacity	State	Stands of Elevators	Competitors	Amount Handled	Kind of Business
52	\$ 8,500	35,000	Illinois	1	1	100,000	Grain and Coal.
56	25,000	30,000	Illinois	1	0		Milling.
57	14,000	27,000	Illinois	2	1		Milling and Coal.
58	10,000	40,000	Illinois	3	1	250,000	Grain and Coal.
63	10,000	50,000	Illinois	3	1	300,000	Grain, Implements and Coal.
64	10,000	30,000	Illinois	2	1	300,000	Grain, Coal, Lumber and Tile.
70	15,000	60,000	Illinois	2	2	250,000	Grain, Coal, Brick and Wagons.
76	12,600	30,000	Illinois	2	0	300,000	Grain, Coal, Feed and Twine.
77	11,000	30,000	Illinois	3	2	150,000	Grain and Feed.
82	14,000	52,000	Illinois	3	0	200,000	Grain, Coal and Seed.
85	6,500	27,000	Ohio	3	1	150,000	Grain, Wool, Coal and Seed.
86	9,000	25,000	Indiana	1	1	250,000	Grain.
91	3,000	8,000	Illinois	1	1	125,000	Grain, Coal, Lumber and Paint.
94A	6,000	21,000	Illinois	1	1	150,000	Grain and Coal.
94B	6,000	25,000	Illinois	2	0	150,000	Grain and Coal.
101A	15,000	30,000	Illinois	2	1	300,000	Grain.
101B	7,000	16,000	Illinois	2	1	200,000	Grain.
103	4,500	19,000	Ohio	1	0	75,000	Grain, Coal and Feed.
105	6,000	33,000	Illinois	1	2	150,000	Grain and Coal.
108	4,000	14,000	Illinois	1	0	275,000	Grain, Coal, Hay and Live Stock.
109	10,000	30,000	Indiana	3	1	200,000	Grain, Hay, Wool and Seed.
111	38,500	200 bbl.	Illinois	2	1		Grain Mill and Feed.
112	11,000	10,000	Nebraska	1	0		Milling and Feed.
114	4,700	8,000	Indiana	2	0	100,000	Grain, Hay, Coal and Implements.
115	2,500	3,000	Indiana	2	0	75,000	Grain, Hay, Coal and Implements.
119	20,000	47,000	Illinois	2	2	450,000	Grain, Coal, Stock and Feed.
120	12,000	30,000	Illinois	1	1	200,000	Grain and Coal.
122	2,300	9,000	Wisconsin	1	0	2,000	Grain, Feed, Flour and Implements.
123	2,700	16,000	Illinois	2	1	125,000	Grain.
125	4,200	10,000	Iowa	1	1	200,000	Grain, Coal and Tile.
128	9,000	26,000	Illinois	1	2	200,000	Grain.
129	3,000	8,000	Indiana	2	1	75,000	Grain, Hay, Coal and Feed.
135	6,000	40,000	Illinois	1	1	250,000	Grain and Implements.
136	5,000	19,000	Nebraska	1	1	100,000	Grain, Hay and Stock.
137	5,000	20,000	Nebraska	1	5	140,000	Grain.
138	7,000	25,000	Iowa	1	1	100,000	Grain, Coal, Feed and Stock.
139	6,000	30,000	Illinois	1	0	150,000	Grain.
140	10,500	125 bbl.	Illinois	1	0		Milling.
142	12,000	75 bbl.	Indiana	1	0		Milling.
145	5,000	25,000	Illinois	1	0	75,000	Grain.
147	10,000	50,000	Illinois	1	1	200,000	Grain, Lumber and Coal.
152	13,000	30,000	Indiana	4	1	260,000	Grain.
153A	4,000	10,000	Illinois	1	1	150,000	Grain and Coal.
153B	4,000	15,000	Illinois	1	1	150,000	Grain, Coal and Implements.
157	15,000	38,000	Ohio	5	1	200,000	Grain and Retail.
159	6,000	45,000	Illinois	2	2	150,000	Grain and Coal.
160A	5,000	20,000	Illinois	2	3	100,000	Grain.
160B	6,500	30,000	Illinois	3	3	100,000	Grain.
163	3,200	20,000	Indiana	2	0	75,000	Grain, Stock, Flour and Wool.
164	6,000	15,000	Indiana	1	2	200,000	Grain.
165A	10,000	30,000	Illinois	2	2	200,000	Grain and Lumber.
165B	6,500	27,000	Illinois	1	0	150,000	Grain.
167A	2,700	10,000	Illinois	2	0	100,000	Grain, Coal, Feed and Building Material.
167B	3,000	10,000	Illinois	1	1	250,000	Grain, Implements and Building Material.
168	7,000	20,000	Iowa	2	1	150,000	Grain and Stock.
169	4,700	10,000	Nebraska	2	0		Milling.
173	2,500	25,000	Illinois	2	0	15 cars per day.	Track Buying and Transfer.
174A	8,000	12,000	Indiana	2	0	125,000	Grain, Coal, Feed and Tile.
174B	6,000	8,000	Indiana	2	0	100,000	Grain, Coal, Tile and Flour.
176	4,500	15,000	Ohio	2	0		Flour and Feed.
177	7,000	30,000	Ohio	2	1	125,000	Grain.
179	8,000	40,000	Illinois	3	0	300,000	Grain, Coal, Hay and Stock.
180	5,500	3,500	Missouri	3	0	60,000	Grain.
182	6,000	21,500	Ohio	4	1	200,000	Grain, Coal and Implements.
183	12,000	120,000	Minnesota	1	1	450,000	Grain.
184	11,000	30,000	Illinois	2	1	300,000	Grain, Coal and Feed.
185	4,000	10,000	Iowa	2	1	100,000	Grain, Hay and Coal.
186	5,000	20,000	Illinois	1	0	200,000	Grain, Hay and Coal.
187	5,000	20,000	Illinois	1	0	75,000	Grain.
188	4,000	10,000	Ohio	3	0	100,000	Grain.
189	7,500	31,500	Illinois	2	1	100,000	Grain.
190	8,500	50,000	Illinois	2	1	180,000	Grain.
191A	See 191B.	30,000	Illinois	2	0	See 191B.	Grain.
191B	22,000	50,000	Illinois	2	0	400,000	Grain.
193	5,000	45,000	Illinois	1	0	150,000	Grain, Lumber, Coal and Machinery.
194	6,500	30,000	Illinois	2	1	150,000	Grain and Coal.
196	3,000	20,000	Illinois	1	1	75,000	Grain, Implements and Hay.
197	15,000	125,000	Illinois	3	2	300,000	Grain.
198	4,500	6,000	Michigan	1	0	150,000	Grain, Building Material and Fruit.
199	3,700	10,000	Illinois	1	0	100,000	Grain and Coal.
201	4,500	9,000	Indiana	2	0	75,000	Grain, Feed and Flour.
202A	See 202D.	35,000	Iowa	1	0	See 202D.	Grain and Coal.
202B	See 202C.	35,000	Iowa	1	1	See 202D.	Grain.
202C	10,000	35,000	Iowa	1	2	See 202D.	Grain and Coal.
202D	15,000	65,000	Iowa	1	1	500,000	Grain.
203	4,000	5,000	Iowa	1	0	125,000	Grain.
204A	6,000	20,000	Indiana	3	0	125,000	Grain, Coal and Flour.
204B	3,000	7,000	Indiana	2	0	100,000	Grain, Coal and Flour.
206	7,500	6,600	Ohio	4	1	100,000	Grain, Coal, Machinery and Feed.
207	15,000	70,000	Illinois	3	2	250,000	Grain, Coal and Lumber.
208	7,500	65,000	Illinois	1	0	200,000	Grain.

Write for a full description of any of the above numbers. Give me an idea of what you want, giving state, size of town, kind of power, capacity of elevator, amount of grain handled, church preference, nationality of farmers, etc. **CORRESPONDENCE CONFIDENTIAL.**

**The Best Time to Buy an Elevator** is during the month of October or the first half of November. All of the old corn is cleaned up and you can start in with the new crop. Write to-day.



# For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

## BAGS FOR SALE.

10,000 second-hand, 2-bushel grain bags, 10,000 140-pound export flour bags, 5,000 5-bushel oat bags. Cheap.

WILLIAM ROSS & CO., 57 So. Water St., Chicago, Ill.

## FOR SALE.

Dwarf Essex rape in car lots for sale. Can make very favorable prices delivered your station for through shipment from Europe. When in market ask for prices from the direct importers.

HENRY NUNGESSER & CO., Seed Merchants, New York, N. Y.

## BEST BIDDER GETS IT.

Regards our Canadian lands, quite a number have examined same of late. We are going to sell and the best bidder gets it. It is the choicest and cheapest land on the market, so if you want it act quick. Address

W. R. MUMFORD CO., 428-30 Rialto Bldg., Chicago, Ill.

## ELEVATORS

### KANSAS ELEVATORS.

Elevators for sale in Kansas. Address  
E. J. SMILEY, 37 Crawford Bldg., Topeka, Kan.

### ELEVATOR FOR SALE.

Capacity 10,000 bushels, located at West Concord, Minn. Good crops. Address  
C. W. FAIRBANK, West Concord, Minn.

## FOR SALE.

A good paying elevator, produce and feed business in good Iowa town for sale cheap; easy terms. Address

BOX 427, Marengo, Iowa.

## FOR SALE.

A 50,000-bushel elevator on the Wabash R. R., in one of the best grain counties in the state. Elevator handles about 300,000 bushels of grain per year. Address

ILLINOIS, Box 10, care "American Elevator and Grain Trade," Chicago, Ill.

## FOR SALE.

New, up-to-date elevator in best grain district in Northern Indiana. Capacity, 35,000 bushels. Flour, feed and coal business in connection. Doing splendid business. Net profits will pay for entire plant in less than three years. Address

BOX 15, Argos, Ind.

## MACHINERY

## FOR SALE.

One 30 H. P. Witte Gasoline Engine, nearly new; with all fittings; cheap.

B. F. GUMP CO., 53 S. Canal St., Chicago, Ill.

## FOR SALE.

A 16-inch Sprout-Waldron Vertical Burr Mill, with crusher and two short elevators. In good shape. F. O. B. cars. Address

LOUIS SCHOTT, R. F. D., East Akron, Ohio.

## FOR SALE.

A No. 1 Little Victor Cylinder Sheller, only used six months. Also a 14-inch Vertical French Burr, \$25 each f. o. b. here. Address

EMIL BRUNNER, Hope, Kan.

## SCALES

### A RAILROAD TRACK SCALE.

For sale, 100 tons' capacity, 50-foot platform, at a bargain; never been unboxed. Also one 6-ton Monarch Scale. Address

A. F. CHASE & CO., Minneapolis, Minn.

### SCALES FOR SALE.

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

## Miscellaneous & Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

### ELEVATOR OR MILL WANTED.

In Kansas or Nebraska, if priced right, in exchange for 640-acre stock farm in Southern Missouri, close to good railroad town. Abundant range and water; two sets of improvements; some stock. Or will sell. Address, stating price, etc.,

C. T. MANN, Marietta, Kan.

### MAKE YOUR WANT KNOWN.

There are few mind readers and when you want to convey an idea to a grain shipper or receiver it's best to either put it in type or shout it at him. The "American Elevator and Grain Trade" reaches a large class of readers who will read your wishes if you have them put in type in these columns.

## MACHINERY WANTED

### MONEY IN YOUR POCKET.

If you want to change that second-hand machine into money advertise it in this department. Or if you have a grain elevator to sell or rent, or wish to buy, make your wants known through these columns.

## GRAIN WANTED

### GRAIN WANTED.

Wanted—Feed barley and new No. 2 and No. 3 rye.

W. H. SMALL & CO., Evansville, Ind.

### WANTED.

To buy wheat, corn, oats and hay.  
HARSH BROS & CO., Merchants' Warehouse, Nashville, Tenn.

### WANTED.

Five cars of timothy, clover, alsike, red top and Hungarian seed wanted. Mostly official prime grades. Send samples and prices. Shipment December, 1904, delivered here.

WM. F. CHICK, Bangor, Me.

### EXTRA FANCY WHITE OATS.

About 50,000 bushels wanted. If natural must test 37 pounds; if clipped, 38 pounds or better. Send samples, stating quantity to offer and price; also particulars relative to shipment.

BLUE GRASS COMMISSION CO., Lexington, Ky.

## FOR SALE THE LAKEVIEW MILL at Chambersburg, Pa.

Capacity, 200 Barrels

C. H. DEMPWOLF, - York, Pa.

## GRAIN RECEIVERS

### PHILADELPHIA

ESTABLISHED IN 1863  
**E. L. ROGERS & CO.**  
Receivers and Exporters  
**Commission Merchants**  
Grain, Feed, Hay, Straw, Etc.  
358 Bourse Building  
**PHILADELPHIA, PA.**

## Walter Griscom GRAIN AND FEED

467 Bourse Bldg., Philadelphia, Pa.

I desire to make connections with western dealers who have Corn, Oats and Mill Feed to sell to the East  
Samples and Correspondence Solicited

### S. J. CLEVINGER

SHIPPERS' AGENT AND BROKER

## Grain, Hay, Feed and Seeds

Room 468 Bourse Building, PHILADELPHIA, PA.

ACCOUNTS AND CORRESPONDENCE SOLICITED

### L. F. MILLER & SONS,

RECEIVERS AND SHIPPERS OF

## Grain, Feed, Seeds, Hay, Etc.

OFFICE: 2931 N. BROAD ST., PHILADELPHIA, PA.

CONSIGNMENTS SOLICITED. Special attention given to the handling of CORN AND OATS.

REFERENCES: Manufacturers' National Bank, Philadelphia, Pa.  
Union National Bank, Westminster, Md.

## CLEVELAND

## THE UNION ELEVATOR CO.

BUYERS AND SHIPPERS

WHEAT, CORN, OATS, HAY AND STRAW

OUR SPECIALTY: RECLEANED ILLINOIS SHELLED CORN  
CLEVELAND, O.

## NEW YORK CITY

## BROOKLYN HAY & GRAIN CO.

HAY, STRAW AND GRAIN

COMMISSION MERCHANTS

ON ALL MARKETS IN NEW YORK HARBOR

Office: Borough of Brooklyn, New York

## GEO. N. REINHARDT & CO.

MELROSE STATION, NEW YORK CITY



We sell on Commission and buy direct.

**HAY, GRAIN AND FEED.**

Storage capacity 8,000 bales, 30,000 bushels  
Let us know what you have to offer.



# GRAIN RECEIVERS

## BUFFALO

W. W. ALDER

T. J. STOFER

### Alder & Stofer

COMMISSION  
MERCHANTS

We do not buy any grain, but handle on commission, and solicit your Buffalo consignments.

83 Chamber of Commerce,  
BUFFALO - - NEW YORK

Consign Your Grain to

## BURNS BROS.

44 Board Trade, Buffalo, N. Y.

QUICK SALES. IMMEDIATE RETURNS. RELIABLE REPORTS.  
Members Grain Dealers National Association.

## DUDLEY M. IRWIN

### Barley

70-71 Board of Trade, BUFFALO, N. Y.

## DETROIT

A. S. DUMONT

R. C. ROBERTS

A. E. O'DONNELL

### Dumont, Roberts & Co.

RECEIVERS GRAIN SHIPPERS

Chamber of Commerce  
DETROIT, MICH.

Merchants Exchange  
DECATUR, ILL.

Consignments Solicited.

Ask for our Bids and Quotations

### CAUGHEY & CARRAN

DETROIT, MICH.

### Grain and Seed Merchants and Commission

OUR SPECIALTY: OATS AND CLOVER SEED

We handle Beans, Barley, Rye, Corn, Wheat. Try us. Liberal advances.

OFFICES: 620 to 624 Chamber of Commerce

ELEVATOR and SEED HOUSE: Corner 14th and Baker Sts.

William Carson

Thos. G. Craig

John Wynne, Jr.

### Carson, Craig & Co.

Successors to GILLET &amp; HALL

Grain and Seed Commission  
STOCKS AND BONDS

Consignments of Grain Solicited

606-611 Chamber of Commerce, DETROIT, MICH.

L. A. PARSONS

H. M. HOBART

### Parsons & Hobart

GRAIN, BEANS and HAY

CONSIGNMENTS SOLICITED

Elevator: M. C. R. R. and Trumbull Avenue

Office: 406 Chamber of Commerce

DETROIT, MICH.

## PITTSBURG

### C. A. FOSTER

McCance Block, Cor. Seventh Ave.  
and Smithfield St., Pittsburg, Pa.

Established 1878

### Wholesale Grain, Hay and Mill Feed

CONSIGNMENTS SOLICITED.

References: The Colonial Trust Co., Pittsburg, Pa.

### GEIDEL & CO.,

COMMISSION MERCHANTS  
GRAIN, HAY AND STRAW.

MEMBERS OF  
National Hay Association  
Pittsburg Grain and Flour Exchange.  
Grain Dealers' National Association.

PITTSBURG, PA.

WE USE ROBINSON'S AND HAY AND GRAIN CIPHERS.

Official Market Report Mailed Regularly on Request.

### CLOVER—HAY

We are in a position to place this commodity to the best advantages. Write us for special billing.

### DANIEL McCAFFREY'S SONS COMPANY

716-718 Fifth Avenue - PITTSBURG, PA.

Established 1867. References: Duquesne National Bank  
Washington National Bank

C. M. HARDMAN

D. V. HECK

### HARDMAN & HECK

Receivers and Shippers of

### Grain, Hay and Mill Feed

IN CARLOADS

Divided cars yellow ear or shelled corn and white oats  
always wanted

Room 206 Home Trust Bldg. PITTSBURG, PA.

### SAMUEL WALTON

### Hay, Corn, Oats

Rooms 4 and 5, No. 8 Wood Street

PITTSBURG, PA.

Will buy outright or sell on usual rates of commission.  
Liberal Advancements made on Consignments

### KEIL & THORNE

RECEIVERS OF

### GRAIN, HAY AND STRAW

Consignments Solicited

7th Avenue and Smithfield St. PITTSBURG, PA.

Write us for official Price Current, mailed regularly  
References—Third National Bank; Germania Savings Bank

### D. G. STEWART

PITTSBURG, PA.

WHOLESALE DEALER IN

### GRAIN, HAY and MILL FEED

Proprietor Iron City Grain Elevator

CONSIGNMENTS SOLICITED

### H. G. MORGAN & CO.

Receivers and Shippers

### HAY, GRAIN and MILL FEED

203 Bissell Block

Pittsburg, - Pa.

## BATTLE CREEK

### McLane, Swift & Co.,

Buyers  
of

## GRAIN

Battle Creek,  
Mich.

CORRESPONDENCE FROM EASTERN BUYERS SOLICITED.

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### MILWAUKEE ELEVATOR CO.

GENERAL GRAIN DEALERS  
AND BUYERS

BARLEY A SPECIALTY

61-66 Mitchell Building, Milwaukee, Wis.

O. MOHR, Mgr.

G. C. HOLSTEIN, Sec'y-Treas.

### Mohr-Holstein Commission Co.

29 Chamber of Commerce

MILWAUKEE

Sample Grain a Specialty

BRANCH OFFICES AT CHICAGO, MINNEAPOLIS

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H. H. Peterson, Secy

### L. Bartlett & Son Co.

GRAIN

### COMMISSION MERCHANTS

Branch Houses  
Chicago, Minneapolis & St. Louis

Room 23  
Chamber of Commerce Bldg

Milwaukee, Wis.

ESTABLISHED 1884

### I. H. Lowry & Co.

64 Mitchell Building, MILWAUKEE, WIS.

### GRAIN COMMISSION MERCHANTS

Branch Offices at CHICAGO, MINNEAPOLIS

We solicit your consignments

## INDIANAPOLIS

### The Wm. S. Gilbreath Seed Co.

WHOLESALE

FIELD SEED MERCHANTS

INDIANAPOLIS, IND.

Buyers and sellers of Field Seeds will do well to correspond with us; we handle in large quantities:

Red Clover, White Clover, Red Top, Hungarian, Kaffir Corn,  
Timothy, Alfalfa, Orchard Grass, Dwarf Essex Rape, Peas,  
Alsike, Blue Grass, Millets, Cane,

Send us your samples or ask for ours

New Phone 4313

Old Phone 4380

Robinson's Cipher

### NATIONAL GRAIN & HAY CO.

Grain, Hay, Flour and Feed Commission

Top Market Prices—Quick Returns

46 Board of Trade,

INDIANAPOLIS, IND.

## CAIRO

### H. L. Halliday Milling Co.

RECEIVERS AND SHIPPERS

### CORN-WHEAT-OATS

CAIRO, :: ILLINOIS

## FREMONT

### Nye, Schneider, Fowler Co.

### GRAIN DEALERS

Corn for Feeders. Milling wheat a specialty,  
both winter and spring. Write for samples  
and prices. Shipment via C. & N. W. R. R.

General Offices

FREMONT, NEB.



## GRAIN RECEIVERS

## TOLEDO

ESTABLISHED 1846

**C.A. KING & CO.**

THE GOLDEN RULE

GRAIN AND CLOVER SEED DEALERS  
OF TOLEDO, OHIO

SPECIAL MARKET AND CROP REPORTS FREE

BE FRIENDLY

WRITE OCCASIONALLY

WIRE, WRITE OR PHONE US.

THE RAYMOND P. LIPE CO.

HAY AND GRAIN

TOLEDO, OHIO

TRANSFER WAREHOUSES ON TERMINAL BELT, L. S. &amp; M. S. AND M. C. RAILWAYS

WE SOLICIT YOUR CONSIGNMENTS

**REYNOLDS BROS.**

TOLEDO, O.

**Buy and Sell Grain**

SELL US YOURS

If you don't get our bids, ask for them. Consignments always welcome. Consign us yours.

J. F. ZAHM F. W. JAEGER F. MAYER

ESTABLISHED 1879

**J. F. ZAHM & CO.**

GRAIN and SEEDS

TOLEDO, OHIO

Handling consignments and filling orders for futures

OUR SPECIALTY

SEND FOR OUR DAILY CIRCULAR; IT'S FREE

## ST. LOUIS

CONNOR BROS. &amp; CO.

**GRAIN AND HAY**

ST. LOUIS

MEMBERS OF GRAIN DEALERS' NATIONAL ASS'N

**BRINSON-WAGGONER  
GRAIN CO.**

RECEIVERS AND SHIPPERS OF GRAIN

FUTURE ORDERS EXECUTED ST. LOUIS, MO.

**Daniel P. Byrne & Co.**

SUCCESSORS TO

Redmond Cleary Com. Co.

Established 1854.

Incorporated 1857.

**GRAIN, HAY and SEEDS.**

CHAMBER OF COMMERCE, ST. LOUIS, MO.

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ESTABLISHED 1875

**P. B. & C. C. MILES  
Grain Commission Merchants  
BUYERS AND SHIPPERS**

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**T. A. GRIER & CO.**  
PEORIA, ILL.RECEIVERS, BUYERS AND SHIPPERS  
OF WHEAT, CORN, OATS AND RYE

On account of the peculiar character of the season, grain is largely off grade and we advise consignments.

WE GIVE ALL CONSIGNMENTS CAREFUL ATTENTION

A. G. TYNG, Jr.

D. D. HALL

**TYNG, HALL & CO.**  
Grain and Commission MerchantsROOMS 33 AND 35 CHAMBER OF COMMERCE  
PEORIA, ILLINOIS

## MINNEAPOLIS

**F. H. PEAVEY & CO.**

MINNEAPOLIS,

GRAIN RECEIVERS

MINN.

Consignments Solicited.

MILLING WHEAT A SPECIALTY

**E. A. Brown & Co.**  
GRAIN COMMISSIONORDERS FOR FUTURE DELIVERY CAREFULLY EXECUTED  
LIBERAL ADVANCES MADE ON CONSIGNMENTS  
CONSIGNMENTS SOLICITED

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C. D. TEARSE, Sec'y and Treas.**MARFIELD-GRIFFITHS CO.**  
GRAIN COMMISSIONOFFICES: CHICAGO MILWAUKEE DULUTH  
MINNEAPOLIS  
Consignments and Orders for Future Delivery Solicited.  
PRIVATE WIRES—CHICAGO AND NEW YORK

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COMMISSION MERCHANTS

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(Incorporated)

COMMISSION MERCHANTS

344 Rialto Building - - - CHICAGO

GRAIN AND FIELD SEEDS

CONSIGNMENTS AND ORDERS FOR FUTURE DELIVERY  
SOLICITED. :: LIBERAL ADVANCES ON CONSIGNMENTS**WARNER & WILBUR,**  
GENERAL COMMISSION  
MERCHANTS

CONSIGNMENTS AND ORDERS IN FUTURES SOLICITED

417 and 419 Royal Insurance Building

Established 1879

CHICAGO, ILL.

**UPDIKE COMMISSION CO.****Grain and Provisions**

No. 120 Rialto Building, CHICAGO

Consignments Given Special Attention

Correspondence Solicited

**POPE AND**WILLIAM J. POPE, Pres.  
W. N. ECKHARDT, secy.**ECKHARDT CO.,**  
COMMISSION MERCHANTSGRAIN  
SEEDS317-321 Western Union Building,  
CHICAGO.

## KANSAS CITY

**Geo. A. Adams Grain Co.**

KANSAS CITY, MO.

Consignments and orders for  
future delivery solicited

Milling Wheat a Specialty

## LANCASTER

**JONAS F. EBY & SON**

207 WOOLWORTH BUILDING

LANCASTER, PA.

WHOLESALE

Grain, Feed, Hay and Straw



# GRAIN RECEIVERS

## CHICAGO

Good Prices

Prompt Returns

Very Best Attention

and **W. A. FRASER CO.**

"They're Running Mates"

MINNEAPOLIS CHICAGO MILWAUKEE

## WRIGHT, BOGERT & CO. COMMISSION MERCHANTS

Correspondence and Consignments Solicited

Orders for future delivery carefully executed

Screenings and Mill Feed

106, 107, 108 and 119 Rialto Building  
CHICAGO

## CHICAGO

## W. R. MUMFORD CO. GRAIN AND HAY COMMISSION

CHICAGO:

MINNEAPOLIS:

428-430 Rialto Building

79 Chamber of Commerce

KANSAS CITY

ST. LOUIS

MILWAUKEE

Liberal advances on consignments. Orders in Futures solicited.  
Cash and Future Market Letter mailed free on application.  
Members of Different Exchanges.

## Constant Attention

TO SHIPPERS' INTERESTS

For satisfactory returns ship to

## Thomas Bennett & Co.

Established 1880

68 Board of Trade

CHICAGO

Telephone Harrison 1119

## CHICAGO

THOMAS E. WELLS.

BENJAMIN S. WILSON

## T. E. WELLS & CO.

## COMMISSION MERCHANTS

GRAIN, PROVISIONS, STOCKS and BONDS

1011-1017 Royal Insurance Bldg., CHICAGO

W. M. Timberlake in charge of Cash Grain Department.  
Experienced and capable men in all departments.

## RECEIVER AND SHIPPER SAM FINNEY

COMMISSION MERCHANT

58 Board of Trade

CHICAGO,

ILL.

My personal  
attention given  
consignments.Your orders  
for cash and  
futures solicited.

## THE TRI-STATE GRAIN CO.

Buyers and Shippers of Grain,

CHICAGO.

OPERATING

HAWKEYE ELEVATOR "A," HAMMOND, IND.  
HAWKEYE ELEVATOR "B," DAVENPORT, IOWA.GEN. OFFICE: EXCHANGE BLDG.,  
U. S. YARDS.

## J. ROSENBAUM GRAIN CO.

(INCORPORATED)

GRAIN MERCHANTS

CHICAGO

## Mueller & Young Grain Co.

RECEIVERS AND SHIPPERS.

BARLEY AND OATS A SPECIALTY.

2 SHERMAN ST.,

CHICAGO.

## Write for my "Grain Trade Talks"

## Edward G. Heeman

GRAIN AND PROVISIONS,  
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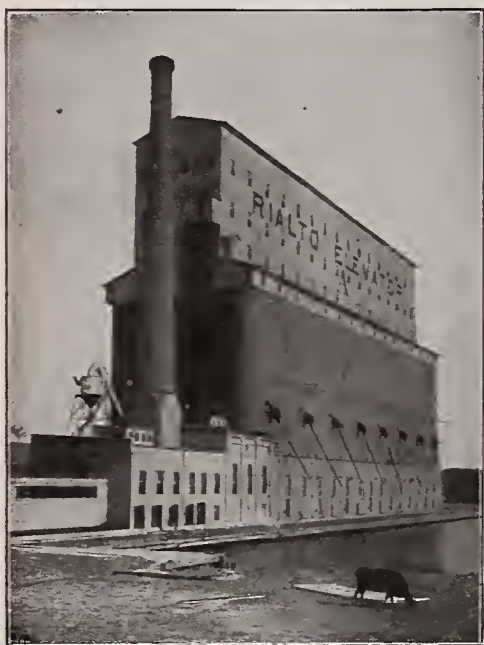
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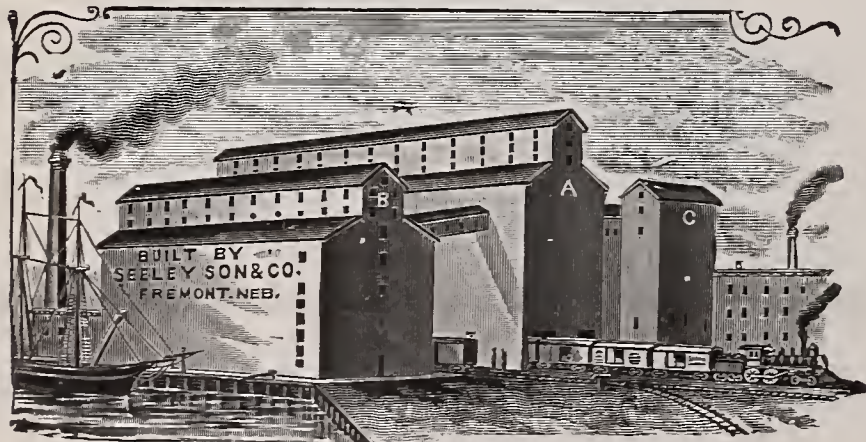
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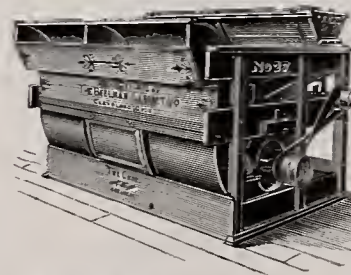
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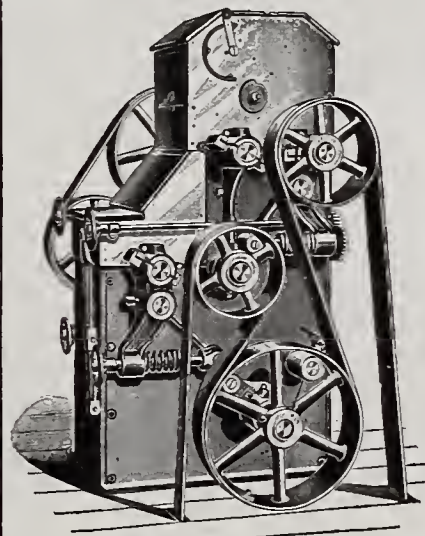
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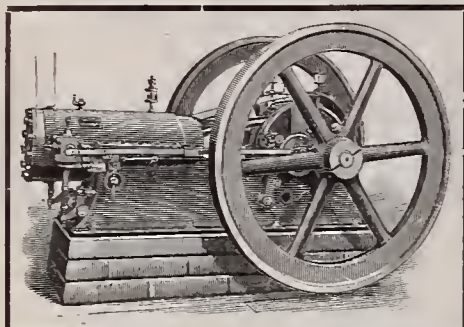
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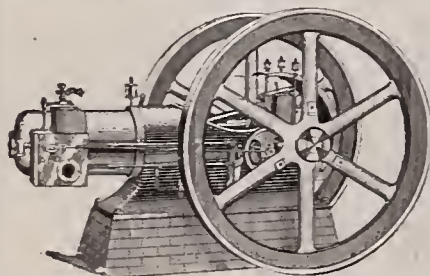
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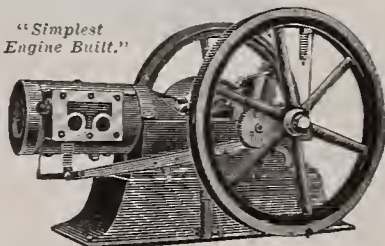
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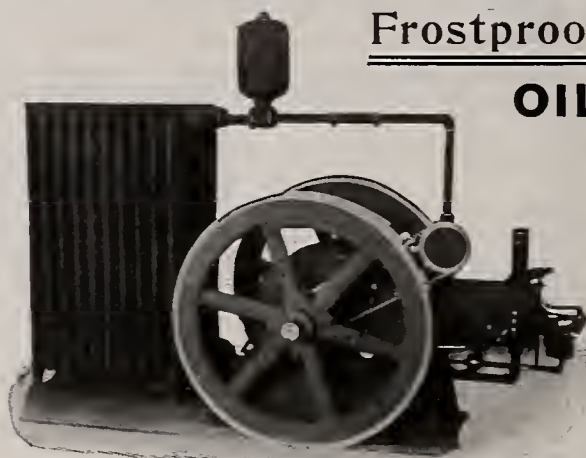
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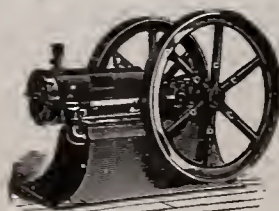
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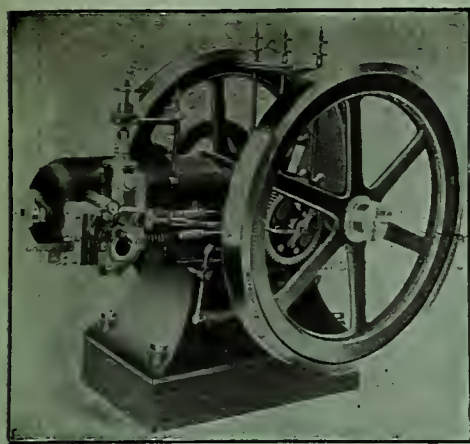


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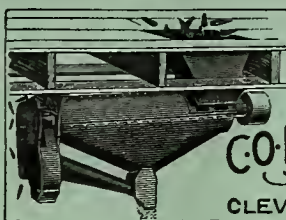
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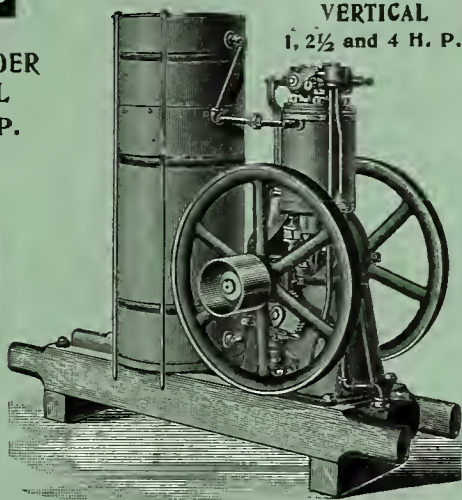
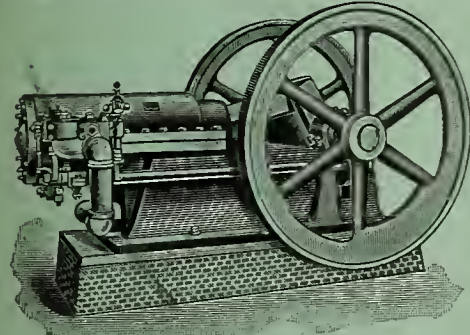
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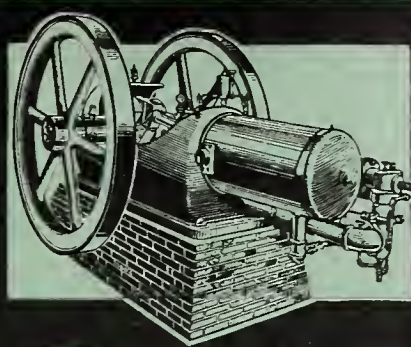
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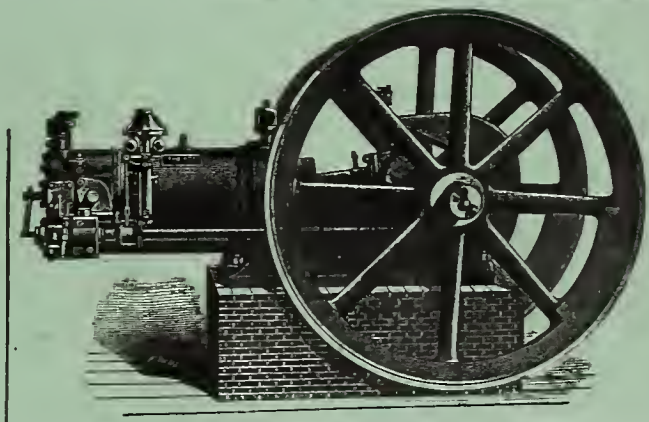
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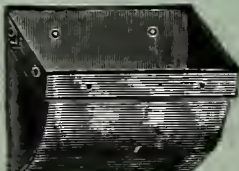
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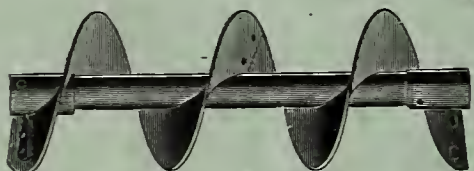
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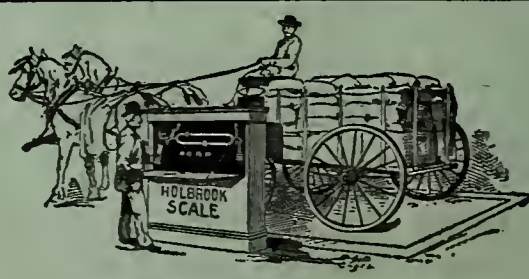
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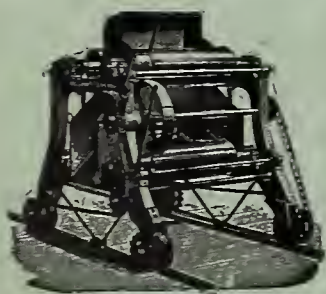


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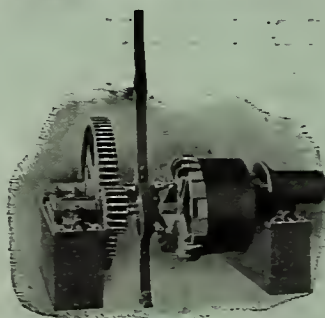
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